

AUGUST 22, 1952

AUTOSPORT

1/6

EVERY FRIDAY


Vol. 5 No. 8

BRITAIN'S MOTOR SPORTING WEEKLY



IN THIS ISSUE


ASTON MARTIN WINS GOODWOOD "NINE HOURS" : THE DUTCH GRAND PRIX : MOSS VICTORIOUS IN FORMULA 3
EVENT : AN E.R.A.-ENGINE COOPER : TOMORROW AT TURNBERRY : WANTED—A BRITISH "750", BY JOHN BOLSTER



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5 international class 'C' records**

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MR. J. E. G. FAIRMAN, MR. H. L. HADLEY

Subject to Official Confirmation

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BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 5 No. 8

August 22, 1952

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NOTICES

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EDITORIAL

THAT the B.A.R.C.'s *News of the World* Nine Hours race was an unqualified success will be corroborated by the thousands of spectators who were at Goodwood last Saturday, and by the countless numbers who listened to the excellent B.B.C. broadcast. Racing by night is entirely new to these islands, and there is no question that most of the glamour, thrills and incidents of the classic "Vingt-Quatre Heures du Mans" were reproduced for the benefit of a highly enthusiastic crowd. Before the event there were some misgivings that long-distance racing on a comparatively small circuit might become a trifle tedious, and that the event might tend to develop into a series of traffic jams. In actual fact, the circuit proved to be admirable, and was of a sufficiently testing nature to provide manufacturers with much valuable data relating to their products. The Aston Martin victory was extremely popular, and those capable young drivers Peter Collins and Pat Griffith crossed the finishing line at midnight to a tumultuous reception, accompanied by an impressive fireworks display in the August sky. David Brown and his aides must receive great encouragement from this triumph, particularly after the disastrous fire which wrecked the latest 2.9-litre car.

There were, of course, the usual grumbles, mainly directed at the types of car that made up the 1½-litre category. The Cooper-M.G.s and Lester-M.G.s are admittedly "specialist" productions, and the two H.R.G.s were unable to match them for speed. However, it is a sad reflection on the present policy at Abingdon that not a single production M.G. was represented—from a marque which is the world's largest producer of sports-cars! The M.G. Car Co., Ltd., must realize now that the eyes of the sports-car-buying public, particularly in America, are turned on sports-car racing. That no genuine M.G. was considered suitable for an important event in Great Britain will come as a distinct shock to the thousands of enthusiastic M.G.-users all over the world.

The tremendous rise in popularity of motor-racing has caused potential purchasers of high-performance cars to study carefully competition successes. For a brief period M.G.s staged a mild come-back with John Thornley's team of TDs, but once the entry of more-or-less specialized machines was permitted in sports-car races, semi-official M.G. participation was withdrawn—despite the existence of the very promising prototype raced by George Phillips and Alan Rippon at Le Mans in 1951.

If Jaguar and Aston Martin had permitted any reverses to alter their outlook to motor-racing as a necessary part of their development and sales organization, then British sports-car racing would be in a very poor position indeed.

OUR COVER PICTURE

ASTON MARTIN TRIUMPHANT: Peter Collins and Pat Griffith, with the victors' laurels after winning the B.A.R.C. "News of the World" Nine Hours Sports-Car Race at Goodwood.



BELIEVE IT OR NOT—but this is Mike Hawthorn in a B.R.M., during recent tests at Folkingham. His fastest lap was 1 min. 43 secs., compared to Fangio's 1 min. 38 secs.

PIT AND PADDOCK

PETER WALKER'S new device will shortly be seen in action. It comprises a 2-litre E.R.A. engine (with compressor for *Formule Libre*), in a Cooper chassis. Pictures on pages 231 and 232.

WEDDING bells soon for Eric Thompson and Elizabeth Simon. Would be nice to see them coming out after the ceremony underneath an archway of crossed DB2 Aston Martins!

CONFERENCE of Circuit Managers will be held this year at Milan, on 10th and 11th September, in the A.C. di Milano premises.

OVERHEARD at the "Steering Wheel": "Are you going up to Turnberry for the Haggis-Bashers' Grand Prix?"

MIKE HAWTHORN is almost certain to be at the wheel of the Thin Wall Special Ferrari at Turnberry tomorrow. Reg Parnell's decision to drive a B.R.M. was not taken without a great deal of deliberation.

FOR the 750 Club's National Six-Hours Relay Race at Silverstone on 30th August, a team of "pit-snoopers" will be employed to obtain necessary information for the P.A.

LETTER in a Birmingham paper from one of the B.R.M. sponsors, decrying British drivers in general, has caused a great deal of resentment. We hope to comment on this shortly.

SAN REMO will be the scene of an International Formula 3 race on 31st August. It is hoped that the new Italian "Fours" will take part.

FERRARI may give Hans Stuck a wheel at Monza on 7th September, and Tom Cole may drive a "works" car in the Formula 2 race at Modena on 14th September.

THIS week-end sees the eighth, and last, of the series of Formula 2 Grands Prix of France. It will take place in the Brittany seaside resort of La Baule, on the Escoublac circuit. Entries include Ferrari, Gordini and H.W.M. official teams, Whitehead (Alta) and Bayol's Osca.



Anthony Vandervell, son of the owner of the Thin Wall Special Ferrari, and Barbara Brooke, after their wedding at the Savoy Chapel, London, on 12th August.

TWO TODAY

WITH this issue, "Autosport" celebrates its second birthday, the first number appearing on 25th August, 1950. Since then the magazine has increased in popularity to such a degree that we feel that it is now considered to be a necessary part of the motor-sporting sphere, presenting the British viewpoint of the Sport not only to home readers, but to many thousands overseas.

"Autosport" is the only weekly magazine in the world devoted entirely to motor-sporting matters, and as such is eagerly sought as a purveyor of topical news.

We would like to take this opportunity of thanking our many friends for their staunch support during the early, and admittedly difficult, times and our valued contributors who have made "Autosport" the world's foremost magazine of its type.

COPPA INTER-EUROPA sports-car event will take place prior to the Italian G.P. at Monza on 7th September. Classes will be for up to 750 c.c., 751-1,500 c.c., 1,501-2,000 c.c., and over 2,000 c.c.

GOODWOOD: The B.A.R.C. is to be congratulated on the organization of the "Nine Hours". Special mention must be made of the excellent and very informative P.A. work, and the "Sedgwick" Public Information Illuminated Score Board. Black marks for the catering, the least said about which the better.

TOP of the class places to Mr. and Mrs. Les Kesterton for providing an excellent buffet for their friends in the S.U. pit during the hours of darkness at Goodwood.

FORMULA 3 exponents Polensky and Schluter won this year's Liège-Rome-Liège in their Porsche. Walter Schluter was at Brands Hatch last year with his Polensky-designed Monopolella.



TRIALS REGS. AGAIN

An ex-Competitor's Comments
on the Proposed Changes

by **ROBIN N. RICHARDS**

THE argument as to whether or not the regulations governing vehicles for trials should be changed has, of course, been going on for some months now. It appears that the majority of correspondence has been from regular competitors in trials who have said why they do not favour any change, and when analysed the reasons which they give usually mean that any change would not suit them personally. Then recently there was the side issue as to whether or not it was the R.A.C. or the B.T.D.A. who were pressing for a change. The point is where did the call for a change in the regulations originate and why?

Shortly after the war one could run in a trial with a more or less standard sports-car without fear of having it completely wrecked, and then, with the shortage of new cars and the high prices of used ones, many people quite naturally turned to the construction of trials specials. Whereas, before, they had been quite satisfied with a normal layout, they saw the possibilities of abnormal layouts, and quite legitimately proceeded to construct within the limits of the existing regulations. It was not long before the "freaks" began to appear and, as was to be expected, they were all-conquering and the courses had to be considerably stiffened in an attempt to stop them. The owners of these freaks found that they were impracticable for ordinary road use and hence the fashion arose for bringing these machines to the start of a trial on lorries, trailers, and behind tow-bars.

M.H. "Trailer" Lawson

One of the first people to bring this state of affairs to general notice was Mr. Lawson, about two years ago, and there was much correspondence and leg-pulling on the subject from both sides; but underlying this correspondence there was an obvious outcry for more road-worthy vehicles that would be a pleasure to drive to and from events, such as could be enjoyed by almost any sports-car. However, such vehicles were now almost precluded from trials owing to the nature of the courses which the organizers had been forced to select to cope with the freak cars.

There was issued some time ago a suggested "formula" in which the distance between No. 1 plug and the front axle and various other dimensions were given. This was a step in the right direction but I don't think it went far enough, and was also unsatisfactory in that any regulation that requires scrutineers for the type of event in question to check actual measurements is bound to be difficult to enforce. It will be generally agreed that the average layout of a two-seater sports-car is that the engine is in front, the driver's feet (and therefore his foot controls) are behind the engine, and that both driver and passenger sit ahead of the rear tyres. Regulations that would

control these factors would be simple to enforce, they would be practicable, and therefore long-lasting. All that is required is to amend the existing regulations to specify that the engine must be ahead of the foot controls, and the seats must be ahead of the rear tyres.

Specials and Costs

A popular argument in favour of not changing the regulations is that of cost, and several people have said that nothing can be less costly than the present type of trials special, with the inference that if the regulations were changed it would mean the end of specials, and that intending competitors would have to equip themselves with an expensive sports-car. If the regulations should be amended on the lines I have suggested, no more cost is going to be involved to construct such a special than the present type, in fact the likelihood is that the cost can be reduced. Most specials are developed from some standard vehicle of normal layout. With regulations requiring a special to have a normal layout there is going to be little or no need for modifications to an existing chassis and therefore the cost is going to be less. Such a formula will not eliminate an Austin "7" chassis with a Ford (or any other) engine, provided it is in the right place (i.e., the front), should a constructor desire such a combination. There are many specials running which do comply with this suggested formula and they achieve considerable success in club race meetings and in rallies; in many cases these vehicles are in regular use during the week. I know of one special which was recently constructed to this formula for a total cost of approximately £85 (which includes the cost of the vehicle from which it was constructed) and the vehicle was on the road and competing in its first event (a rally) within about two weeks of the commencement of the work. The owner of this special also has a trials "freak" and admits that it is unsuitable for anything else—hence this second special for rallies and other events during the closed season for trials. The moral of course being that with the regulations amended as suggested one vehicle would suffice for summer and winter.

Less Impossible Courses

A special built to the suggested formula will not of course be able to scale the impossible gradients to which the present "freaks" are presented, and therefore there will be the tendency for courses to become less impossible for the standard or near-standard sports-cars. The brains which have developed some very ingenious layouts in the past will be able to devote their energies to developing more effective forms of rear wheel adhesion, and manufacturers might even become interested, as do motor-cycle

manufacturers, in a means of developing and testing designs for export.

I don't doubt that there will be many people who will not be interested in running one vehicle for a variety of events throughout the year, but on the other hand there must be many who will be interested on account of finance. It may be of interest therefore briefly to recount my experiences during 1951 with my RBW special which was built within the limits of my suggested formula. I hasten to say that I have now reluctantly parted with this car and that my motor-ing today is, perforce, in an ordinary 8 h.p. saloon. During the year it ran in a total of 25 events as follows: nine trials, two speed events, five races, and nine rallies. In addition it was in use most week-days for domestic and business purposes. With the exception of the speed events the car gained at least one first place in each class of event. A further analysis shows that the car gained five awards in trials, and yet, at the other end of the scale so to speak, it lapped Boreham circuit at 70 m.p.h. The engine was a 1,172 c.c. Ford, and the car was constructed mainly of Ford components. Its success was mainly due to a weight distribution of approximately 50:50 front to rear in normal trim. The road behaviour was impeccable and as a result my normal journey of at least 100 miles to and from an event was a pleasure, and therein was a big saving—I didn't have to buy a trailer and run another car with which to tow it!

At the moment I am, unfortunately, a non-competitor, but have quoted my experiences of last year to give some idea of what can be done if the regulations are framed in such a way that they enforce the construction of a really road-worthy car. It appears from reports that the R.A.C. are now considering the whole question, so now is the time for putting forward one's views—both for and against a change in the existing regulations.

SPORTING OWNER DRIVERS' CLUB

PLANS are now nearing completion for the S.O.D.C.'s Annual 24-Hour Rally to be held on the 20th and 21st September, 1952.

The start, at 12 noon, will be from the London Gliding Club, Dunstable, where rally-type tests will be carried out, followed by a 300 mile road section incorporating a time ascent of Prescott Hill, observed sections in North Devon and terminating at Thruxton Aerodrome for a 10-lap High Speed Reliability Trial.

Members of the following clubs are invited to compete: Bristol M.C. and L.C.C., Berkhamsted C.C., Singer O.C., Chiltern C.C., V.S.C.C., and 750 C.C.

Entry forms may be obtained from E. Fisher, Paddock Drive, Leighton Buzzard, Beds.

TECHNICAL AND OTHERWISE

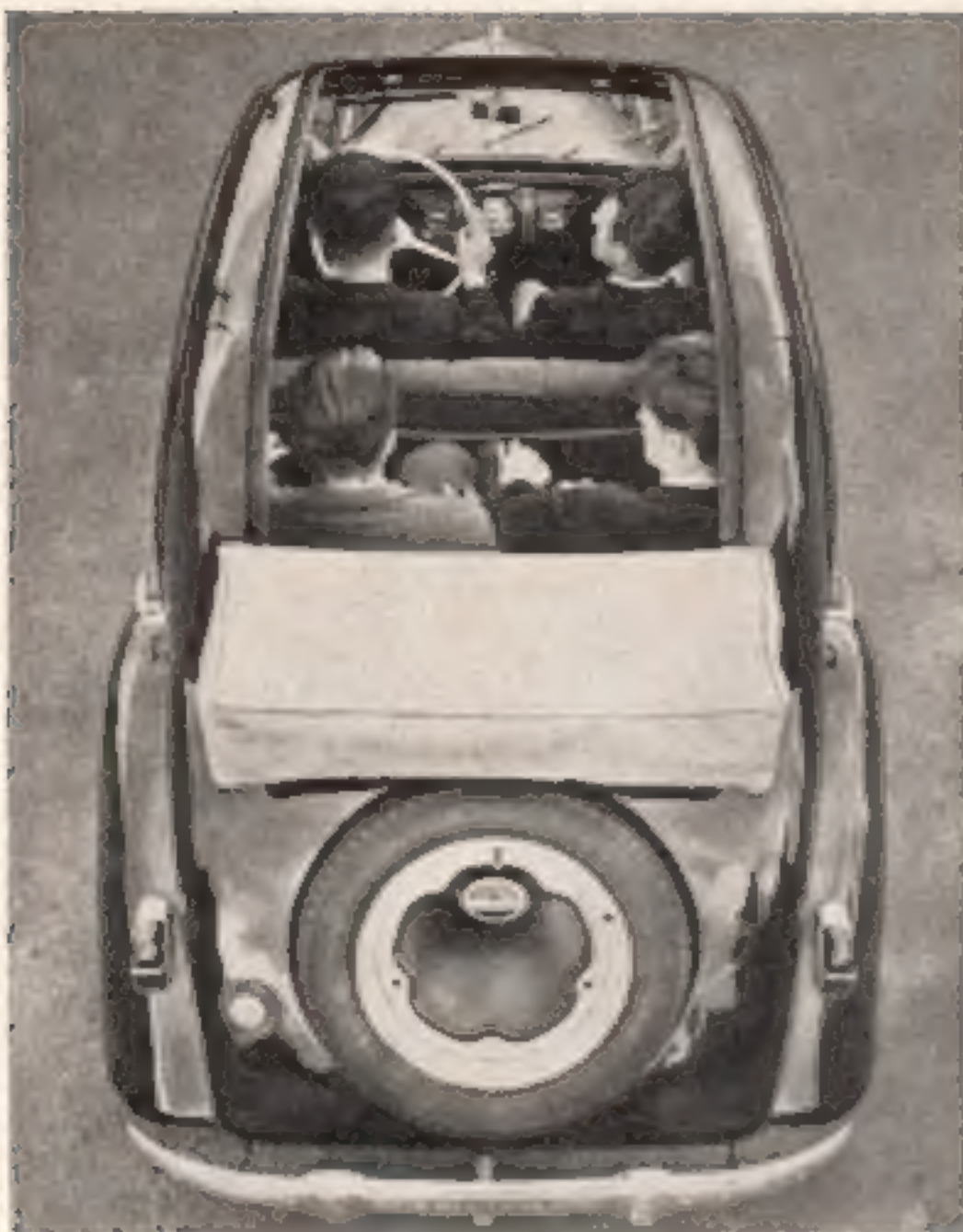
by JOHN BOLSTER

always rather pathetic. We were much luckier, for we had the Austin Seven, and there has not yet been a more lion-hearted little car. I was lucky enough to start my motoring career when the "Seven" was in its heyday, and never shall I be prouder of a car than I was of my first "chummy".

Austin versus M.G.

Soon there were sports and racing versions of the Austin, and so, when M.G.s produced a 750 c.c. competition model, the fur really flew. Both in full racing trim, and with sports equipment, these British cars carried all before them. Every record in the book was hotly contested by them, with the temporary intervention of Lord Ridley's Special. Continental contenders, such as the Ratier and the Vagova, were of no account, and in races like the Double-Twelve and the T.T., the 750 c.c. cars were a great attraction.

How sad it is that we, who had this class right in our pocket, have abandoned it altogether! The crowd, whatever their nationality, always admire a "game little 'un", and the publicity value of the Le Mans race or the Monte Carlo Rally must be enormous. I feel that it is high time for our manufacturers to put something in the field to challenge the Panhards and the Renaults. It would do our prestige a power of good, and would help to sell our other products. We should never have let our supremacy in the small car field go by default, for that was very much our preserve.



The Dyna-Panhard is typical of the many types of Continental small-capacity vehicle which carry four persons, and have a reasonably lively performance.

WANTED—A BRITISH "750"

THE British are an illogical people, and this characteristic is nowhere more marked than in their motoring habits. Before the war, when ours was a prosperous country, we built, used, and enjoyed many fine little cars. £100 to £150 was the price range, and 45 m.p.g. was a normal figure, with petrol costing only about a third of today's ruinous charge.

Now that we are desperately poor, our "cheap" cars set us back £550 to £700, including purchase tax. Most of them are incredibly large and luxurious, by earlier standards, and we pour in our petrol plutocratically to keep pace with a bare 30 m.p.g. thirst. Frankly, I don't know how we do it.

On the continent, things are very different, for the "750" class contains some most notable cars. Not only has one the natural economy of the three-quarter-litre engine, but the small saloons are capable of astonishing average speeds. Chase a Panhard or a Renault, or read my road test report on the "4 C.V. Sport", and you'll see what I mean. These four-seater closed cars can cover the ground in such style that, except where there are long straights, it would take a good British 1½-litre to stay ahead of them.

It was not always so. It is perfectly true that the baby Peugeot was the pioneer in this class, but it was always a somewhat deliberate performer. The earlier versions were alarmingly spidery and fragile, and though the later ones were much sturdier, the performance was

Before making any suggestions as to the lines on which a "750" should be built, it is worth while taking a glance at the French cars. They are ruggedly constructed, and although they are simplified as much as possible, nothing is skimped if it will affect their wearing qualities. Excellent roadholding and brakes characterize these machines, and the suspension gives good riding



Although no Austin Sevens have been built for nearly a couple of decades, the flourishing 750 Club still encourages owners to race them.

★

The 750 c.c. movement is particularly active in Italy, where there are large numbers of machines regularly taking part in sports-car events. Many are, of course, Fiat-inspired, but several boast twin-o.h.c. engines of modern design. This example is the Urania, which took part in the recent Mille Miglia event: it has gone into series production.

★



★

In France, the Panhard has inspired several very fast small sports-cars. Here is designer René Bonnet with his D.B.-Panhard coupé at Le Mans last June. The D.B. concern has had the full co-operation of Panhards in developing the horizontally-opposed, air-cooled, twin-cylinder engine. The D.B.s are, like the Dyna, front-wheel-driven.

★

qualities, bearing in mind the moderate wheelbase and track. In the case of the Panhard, and other continental small cars, such as the Citroën 2 C.V., the engine and transmission aggregate is all in one lump between the driven front wheels. The Renault also has all the mechanism concentrated together, but between the rear wheels in this case. I do not think that the weight saving is very great but I do think that the deletion of the propeller shaft tunnel is important in a small saloon.

Whether the front or rear driven layout is preferable, is a matter of argument. What is certain is that the Renault has fewer universal joints and other wearing parts, which is quite a point in its favour. An even greater divergence is in engine types, for whereas the Renault has a normal in-line four-cylinder, the Panhard has an air-cooled flat twin. It is undeniable that those two big "pots" give a very remarkable performance, but I personally prefer the less staccato sound of the "four". In any case, I do not regard the air-cooled twin as a very cheap engine to build, and the Panhard is more expensive than the Renault, though the latter looks better finished.

Not Elaborately Equipped

These Continental small cars are not elaborately upholstered or equipped, and that is as it should be. Light weight and low cost are both served thereby, and I think that some sacrifice of luxury is gladly accepted in this class. Although the Renault looks so tiny, it carries four adults in reasonable comfort, and I see no reason

to build a "750" any larger. It is, as a matter of fact, rather astonishing how many economy measures are also in the interest of performance.

That is the crux of the matter. Let the British manufacturer design his "economy" 750 c.c. saloon, but let him realize, right from the beginning, that the thing is going to be raced. Too many of our small cars have got fatter and heavier with the years, but that must never happen again. The French cars are good, but we could, with our accumulated knowledge of high-performance small engines, produce something even better.

Flourishing 750 Club

It is significant that, although no 750 c.c. cars have been built in this country for some 15 years, we yet have a flourishing club for their owners. At present, there is really nothing between the Bond Minicar and the Morris Minor, but I am certain that a very large demand for a machine of that size lies dormant. I do hope that the back room boys have been thinking along these lines, and that they will not allow themselves to be seduced into making it just a few inches wider, to get Aunt Fanny in as well.

One final word. We have produced too many "respectable", "dignified", or just plain old-fashioned motor-cars. Let our new "750" be a real eyeful, even if it means locking the directors out of the drawing office until the job's done. The motoring world is waiting, cheque book in hand. What about it, Mr. Manufacturer?



NINE H

Successful B.A.R.C.
and Pat Griffith Win

*NEUF HEURES DU
BON BOIS: (Left)
The new pits at
Goodwood at night
presented an authentic
Le Mans scene. A
grass verge separated
them from the actual
circuit.*

DRIVING a 2.6-litre, DB3 Aston Martin, Peter Collins and Pat Griffith won the remarkably successful Nine Hours Sports-car Race, organized by the B.A.R.C. and the *News of the World*, at Goodwood last Saturday. For most of the race, a Jaguar victory looked to be fairly certain, then fate dealt out those blows that are inseparable with the sport of motor-racing. Again, the progress of the triumphant Aston Martin was threatened by the Bobbie Baird/Roy Salvadori 2.7-litre Ferrari, which took the lead, only to be delayed at the pits with electrical bothers.

The 1½-litre category was completely dominated by the "Monkey Stable" Lester-M.G.s, after Cliff Davis's Cooper-M.G. broke a half-shaft, and lost over 30 laps being repaired out on the circuit. The two Jaguar pit mechanics performed a prodigious task in changing a broken rear-axle locating arm in 36 minutes, on the then leading Stirling Moss/Peter Walker C-type.

At no time was the race devoid of interest. First surprise was when Reg Parnell took the lead from Tony Rolt's Jaguar, with the 2.9-litre Aston Martin of the type which raced at Monaco. This fast car's run ended when the rear axle overheated, and ignited spilled fuel during refuelling operations. In a moment, the car was enveloped in flames, and it was touch and go whether or not the fierce fire would spread to other pits, and to many hundreds of gallons of 80 octane fuel stored nearby. Unfortunately three of the David Brown pit staff were injured in attempting to beat out the flames.

It can be said emphatically that day-and-night racing in Great Britain was an outstanding success.



WINNING DB3: Pat Griffith, in the victorious Aston Martin, being pursued at St. Mary's by team-mate Dennis Poore, also in a DB3.

It is to be hoped that this B.A.R.C. *News of the World* innovation will become an annual event.

FROM a very early hour, hundreds of vehicles wended their way to Goodwood. The threat of thundery weather and torrential rain left all undaunted, and spectators came fully prepared to stay to the bitter end. There were family parties, with beds made down in the backs of cars for children, sports-car enthusiasts from as far away as Scotland and Wales, scores and scores of people who came by bus, train, or anything that would take them near the circuit, and practically the entire membership of the B.A.R.C. determined to make a day and night of it.

The stands were packed to capacity as the 30 cars lined up for the Le Mans-type start, with the C-type Jaguars of Stirling Moss/Peter Walker, Tony Rolt/Duncan Hamilton, and Peter Whitehead/Ian Stewart at the top of the parade, by virtue of fastest practice laps.

A few minutes before the zero hour of 3 p.m., heavy rain swept the circuit, and drivers hastily donned waterproof clothing. All wore crash-hats with the exception of Maurice Falkner, who was driving a DB2 Aston Martin saloon, and who elected to start in shirt-sleeves.

When W. Emsley Carr, Chairman of the *News of the World*, dropped the Union Jack, drivers sprinted to their cars. As usual, Moss displayed the most practised agility, and was first away, closely followed by Rolt and Whitehead. Behind the three C-type Jaguars came Jack Fairman in Frank Curtis's Allard, Reg Parnell (2.9 DB3 Aston Martin), Pierre Levegh (Talbot) and Vaino Hollming (Jaguar). Left at the pits for many agonizing seconds was George Abecassis (2.6 DB3 Aston Martin). Bobbie Baird (2.7 Ferrari) moved off with his sidelights on.

Heads craned in the stands and in the pits to see who would come through the chicane first. It was a dark green Jaguar—No. 2, Tony Rolt!

Towards Madgwick Corner he swept in a flurry of spray, pursued by Moss, Parnell, Whitehead, Levegh, Fairman, Peter Collins (Aston Martin), Tom Cole (2.7 Ferrari), J. B. Swift (Jaguar) and Bob Gerard (Frazer-Nash), in that order. Leading the 1½-litre section was Jim Mayers (Lester-M.G.), on the tail of Bill Lamb's Healey. Abecassis had already caught and passed 10 cars.

Next time round, Parnell had closed up on Rolt, and Collins had shot past both Levegh and Fairman to take fifth place behind Whitehead. Abecassis moved up eight more places—an

OUR DAY—AND NIGHT

"News of the World" Sports-Car Race at Goodwood—Peter Collins for Aston Martine—Class Victories for Jaguar and Lester-M.G.

astonishing performance in a distance of less than five miles from the start of the race. Mayers was also putting up a magnificent wet-road display, and he and Les Leston (Lester-M.G.) both led Cliff Davis (Cooper-M.G.) in the smallest class.

However, as always, interest centred on the actual race leaders. Reg Parnell was getting very close to Rolt, whilst Collins was well within striking distance of Moss and Whitehead. By lap five (14 miles completed), the leading pair lapped D. S. Boston (Healey) and L. Gibbs (H.R.G.), the tail-enders. First customer for the admirably-sited new pits was Tony Hume (Allard), who came in to tighten a loose bonnet strap. On the sixth tour, Rolt and Parnell came through bonnet-to-bonnet, both grinning widely and enjoying themselves as only top-flight drivers who trust each other's

further back. Bob Gerard and H. A. Mitchell having to be content with 11th and 12th places respectively, followed closely by Tony Crook, Dickie Stoop and Tom Meyer's H.W.M.

Lap eight brought the crowd to its feet. The blue-helmeted Parnell had urged the Aston past Rolt's Jaguar, and began increasing his lead at the rate of half-a-second a lap. Lamb's Healey arrived at the pits making rattly noises, and was later retired with a big-end gone. Gibbs's H.R.G. tried to take a short-cut through "Morgan's Hedge" at the chicane, scattered the hurdles but rejoined the party.

Derek Annable, who had been circulating steadily with Leonard's stubby Cooper-M.G., halted at his pit with a loose steering column, and mechanics began a repair job under the watchful eyes of the scrutineers. It is perhaps

well worth recording here that the system of pits-observation was admirable, and that under the direction of Col. Everard and scrutineer Geoffrey Sykes, pit-stops were being made with the minimum of fuss and bother.

Goodhew's big Lagonda stopped to have a new water-pump fitted, a job that was done with commendable speed. Abecassis, by sheer forceful driving, overhauled Moss, Baird and Whitehead to take third place. On the wet roads, the Astons were proving to be much more manageable than the very powerful Type C Jaguars, although Rolt was driving in his usual impeccable manner not seeming to notice the slippery state of the circuit, and letting Parnell know of his presence by occasionally switching on his headlights—a first-rate safety measure.

With one hour of racing gone, the leaders had covered 30 laps, and the position was Parnell, Rolt, Abecassis, Moss, Baird and Whitehead. Parnell had averaged 75.06 m.p.h. But the roads were drying fast. The larger capacity Jaguars started closing up on the Feltham challengers. Moss passed Abecassis into third place, whilst Rolt lessened the gap between himself and Parnell. Abecassis ran into the back of Falkner's DB2 without causing any damage. Rolt took Parnell, Moss and Whitehead did likewise, making Jaguars 1-2-3, with Parnell fourth, Collins fifth and Cole sixth. Davis passed Leston to take second place behind Mayers in the 1½-litre section, the smaller class leaders being lapped six times by the race leaders at the end of 1½ hours racing.

Collins called in to refuel and handed over to Pat Griffith. David Clarke took over from Bob Gerard. Vaino Holmberg (Jaguar) overshot his pit, and crossed the grass verge to find it. He remained stationary for some time with throttle linkage trouble.

Then came the first blow to Jaguars. Peter Whitehead, one lap behind Rolt and Moss, ran off the road at Madgwick and struck the barrier, damaging the bodywork and the transmission. Peter was cut about the chin, but the Type C had run its race, and was withdrawn shortly afterwards. Fairman's Allard halted for good at Lavant with mechanical trouble, whilst Dickie Stoop's Mule



RUNNER-UP: (Above) Tom Cole, who shared the wheel with Graham Whitehead in a 2.7 Ferrari, cornering at Woodcote.

PIT-STOP: (Right) As a pits observer stands by, D. M. D. Blakeley's H.R.G. comes in for a routine pit-stop, change of driver and replenishment.

judgment can. Moss, on the other hand, was obviously driving to a pre-determined plan, with Whitehead also falling into the Jaguar general scheme of things, and holding off Collins. Abecassis was now involved with Cole's Ferrari, disputing seventh spot.

Next time round, Abecassis streaked past both Cole and Baird, to take sixth place behind Fairman, who was putting up a gallant display against the formidable products of Feltham and Coventry. Davis had dropped back 25 secs, behind the 1½-litre class leader, Mayers. The Frazer-Nashes were bunched together





relieved Hollming (Jaguar). 'Phi-Phi' Fiancelin retired at the pits with Levegh's Talbot, the differential gears having broken up. The Thompson Parnell Aston Martin was passing the pits with smoke pouring from the region of the rear axle. Shortly before 6 p.m. with 93 laps completed, the car was brought in for refuelling and Reg Parnell made ready to take over.

For some reason, the pit staff overestimated the amount of fuel required and several gallons slopped over the

DRIFT WITH ME! High-speed cornering at Fordwater featuring (below) Duncan Hamilton in the Jaguar he shared with Tony Rolt and (left) Roy Salvadori (Ferrari), John Coombs (Cooper M.G.) and M. J. Keen (Lester-M.G.)

Nine Hour Day—and Night *(continued)*

Miglia Frazer-Nash lost a wheel at Madgwick.

From 5 p.m. onwards, cars continually called at the pits to change drivers and refuel. The rules were that no driver could remain longer at the wheel than 68 laps (over 3-litres), 65 laps (1,501-3,000 c.c.) and 62 laps (up to 1,500 c.c.). Blakeley's H.R.G. came slowly to the pits with vanished oil pressure just after Findlater took over Leonard's Cooper-M.G., rejoined the race. Dick Jacobs took over from Tony Crook (Frazer-Nash); Tony Hunt handed over the Alard to 500 c.c. driver G. E. Thomas, and a loose front wing was made more secure with wire. Maurice Falkner's DB2 was retired with big end bushes.

With 71 hours gone, the position was: 1. Hamilton Rolt (Jaguar); 2. Walker Moss (Jaguar); 3. Thompson Parnell (Aston Martin); 4. Salvadori Baird (Ferrari); 5. Poore Abecassis (Aston Martin); 6. Griffith Collins (Aston Martin), the first two having completed 79 tours, Thompson, 78, and the last three 77.

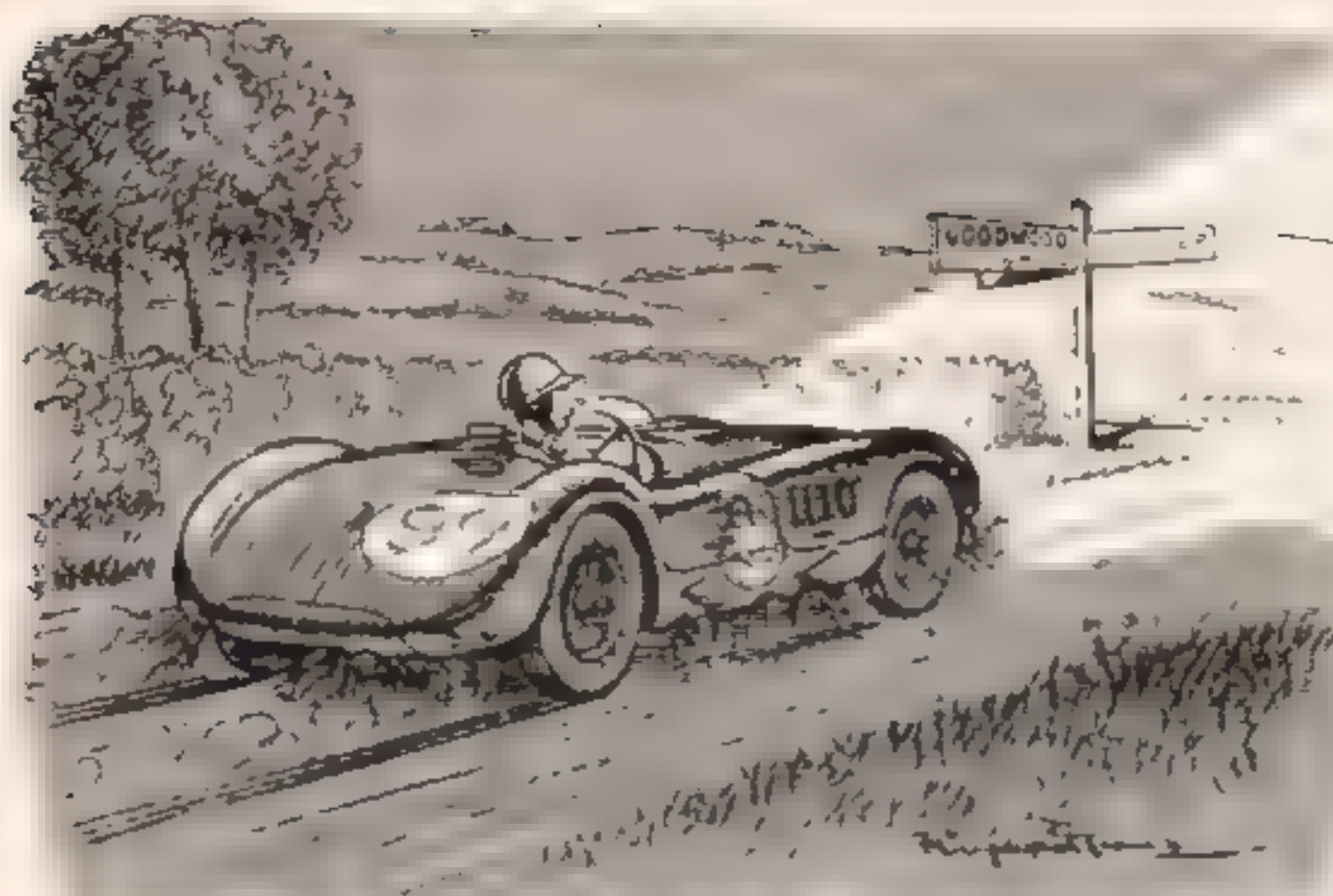
Wright took over Goodhew's Lagonda and the Belgian driver, Roger Laurent



back. Either an overheated back axle casing, or the hot exhaust pipes caused the DB2 to burst into flames as the surplus 80 octane seeped down. Both Thompson and Parnell managed to jump clear, but team manager John Wye and mechanics Jack Sopp and Fred Lowrie were burned, as the entire pit personnel attempted to beat back the flames, and keep them from spreading to the next pit where several hundreds of gallons of high-octane spirit were stored beneath a Shell pump. John Bolster doing an on-the-spot broadcast, came rather too close to the conflagration, and had his hair singed, fortunately the famous moustache was unharmed.

This was a dreadful end to a fine run. Many fire extinguishers were brought into play, but the fire had too big a hold for speedy extinguishing. Columns of flame and thick black smoke shot several feet high, whilst the shocked

CHICANERY. The Boshier/Black Jaguar heads the Meyer/Fotheringham-Parker H.W.M., and the Lamb/Going Healey at the chicane during the opening stages.



grandstand crowd watched the brave attempts to keep the fire from spreading. The injured men were rushed to hospital, John Wyer being severely burnt about the arms and face.

This meant that the Aston Martin pit had to be hastily reorganized. Reg Parnell immediately took over Wyer's job. This was not, however, the end of their troubles. Dennis Poore came in to refuel shortly afterwards, and reported the car as having only top gear. As Abecassis made to start off again, the starter jammed and had to be released by the mechanics. The engine started O.K., but the gearbox defied all George's efforts to select a cog. After many abortive attempts, top gear was found, and the car rejoined the fray.

Between 6 p.m. and 6.30 p.m., there were frequent visitations at the pits for refuelling and changing of pilots. Findlater's H.R.G., which had rediscovered its oil pressure, threw a rear tyre tread and crumpled the wing. Bill Black took over Brulier's black Jaguar. Duncan Hamilton handed back the Type C to Tony Rolt, whilst rear wheels were changed and 33 gallons of fuel added—a leisurely performance which cost almost a couple of laps. Black came in again with the Jaguar and had the brakes adjusted; Swift took over from Cecil Heath in the former's Jaguar.

After 3½ hours going the position on the leaderboard was: 1. Walker Moss (Jaguar), 114 laps; 2. Hamilton/Rolt (Jaguar), 113; 3. Salvadori/Baird (Ferrari), 111; 4. Cole/Graham Whitehead (Ferrari), 110; 5. Collins/Griffith (Aston Martin); 6. Jacobs/Crook (Frazer-Nash), 106. Cliff Davis broke a half-shaft near Lavant, and lost the wheel. This put Lester-M.G.s 1-2-3 in the 1½-litre class. Undismayed, Davis ran back to the pits, cannibalized the Leonard Annable Cooper-M.G., which had just retired with a broken piston, and directed his mechanics to start a major repair job.

The leading Jaguar came in for a normal routine pit stop and Moss took over. A halt of three minutes put the Hamilton/Rolt car on the same lap, but brought a new challenger in the shape of Tom Cole's Ferrari within striking distance, less than two laps behind. The oil-thirsty Healey of Boston and Shattock came in for half-a-gallon of lubricant; Mayers took over his Lester-

M.G. from Keen, Ruddock from Percock and Leston from Trevor Line. With Davis more or less *hors de combat*, the "Monkeys" could afford to take things easy.

Tom Cole changed places with Graham Whitehead, who had been going like the clappers in third place with the American's blue and white Ferrari, which had begun to suffer from vanished brakes. Mitchell took over from Peter Scott-Russell in the Frazer-Nash, whilst Tom Meyer handed over the wheel of his H.W.M. to Philip Fotheringham-Parker.

At 7.30 p.m. the two leading Jaguars had completed 145 laps, the Collins/Griffith Aston Martin 143, the Cole/Whitehead Ferrari, 140, the Baird/Salvadori Ferrari, 140, and the Gerard/Clarke Frazer-Nash, 138. Salvadori was hurrying with the red Ferrari, and soon overhauled and passed the American entry. The Hollming Laurent Jaguar halted and had some fire extinguisher fluid directed on to a slipping clutch. The Crook/Jacobs Frazer-Nash

developed back axle bothers, and was retired after a particularly praiseworthy run.

It was evident that the two Ferraris were out to catch the Collins/Griffith Aston Martin, the Poore/Abecassis car having fallen back considerably with clutch and gearbox difficulties. The Jaguars went on their relentless way. Whether with Peter Walker or Stirling Moss, the leading car was being driven strictly to plan, both drivers keeping plenty up their sleeves, and circulating with effortless ease. The same could also be said of the Hamilton/Rolt car.

At 8 p.m. the position was: 1. Walker/Moss (Jaguar), 162 laps; 2. Hamilton/Rolt (Jaguar), 161; 3. Collins/Griffith (Aston Martin), 157; 4. Salvadori/Baird (Ferrari), 157; 5. Cole/Whitehead (Ferrari), 156; 6. Gerard/Clarke (Frazer-Nash), 153. The average speed of the leader was now 77.87 m.p.h. Seven cars had definitely retired, and several others were either on the point of leaving the field of battle, or had already done so unannounced. The Hollming Laurent Jaguar was a regular pit visitor for treatment to the slipping clutch.

Davis's plucky effort was rewarded when the Cooper-M.G. rejoined the race, and set off to rank as a finisher, having then completed 97 of the necessary 150 laps. Tom Meyer's H.W.M. went to the dead car park after 147 laps, with a split oil tank.

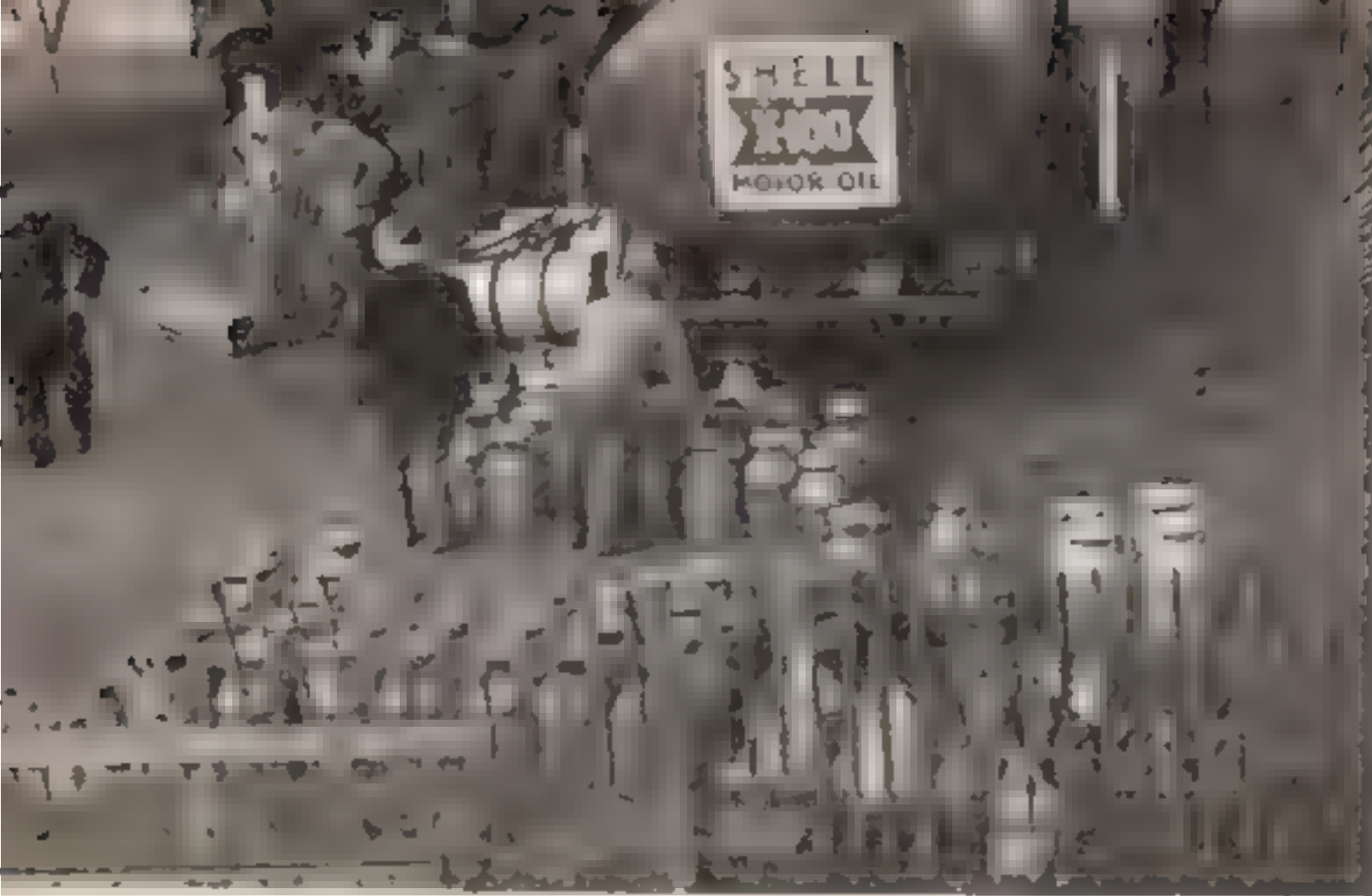
As cars came into the pits, protective coverings were removed from headlamps, ready for the three or more hours of night-driving. The crowds round the circuit seemed to have increased, whilst the bars were doing a brisk trade, customers having full knowledge of the rather ridiculous closing hour of 10 p.m.—shades of Le Mans!

Darkness slowly approached. It was a wonderful August night, with hardly a breath of air—cool after the heavy rain. The crowd was fascinated by the sight of cars streaming round with headlamps ablaze, and the numbers illuminated. In the pits, all sorts of schemes

Continued on page 242



BIG END ENDING Bill Lamb's Healey at the pits with sump dropped to examine big-end bearing failure which put the car out after 9 laps



BOFFIN PARK No. 1 (Above) Churns of 80-octane being filled prior to the race. Hundreds of gallons of fuel were required



GOODWOOD- SCENES AND INCIDENTS

GFT REA
drivers and

BOFFIN PARK No. 2 (Left) A small proportion of the large number of tyres required for the race being stacked up in the Dunlop pit

★

BATTERED (Right) Peter Whitehead tours in with his Jaguar after it crashed through the barriers at Malgwick Corner



DISASTER (Left) A thick cloud of smoke from the Aston Martin of Reg Parnell at the pits (Above) Fierce extinguishers



1 Stirling Moss adopts a trained sprinter's attitude as the signal for the start of the Nine Hours Sports-Car Race



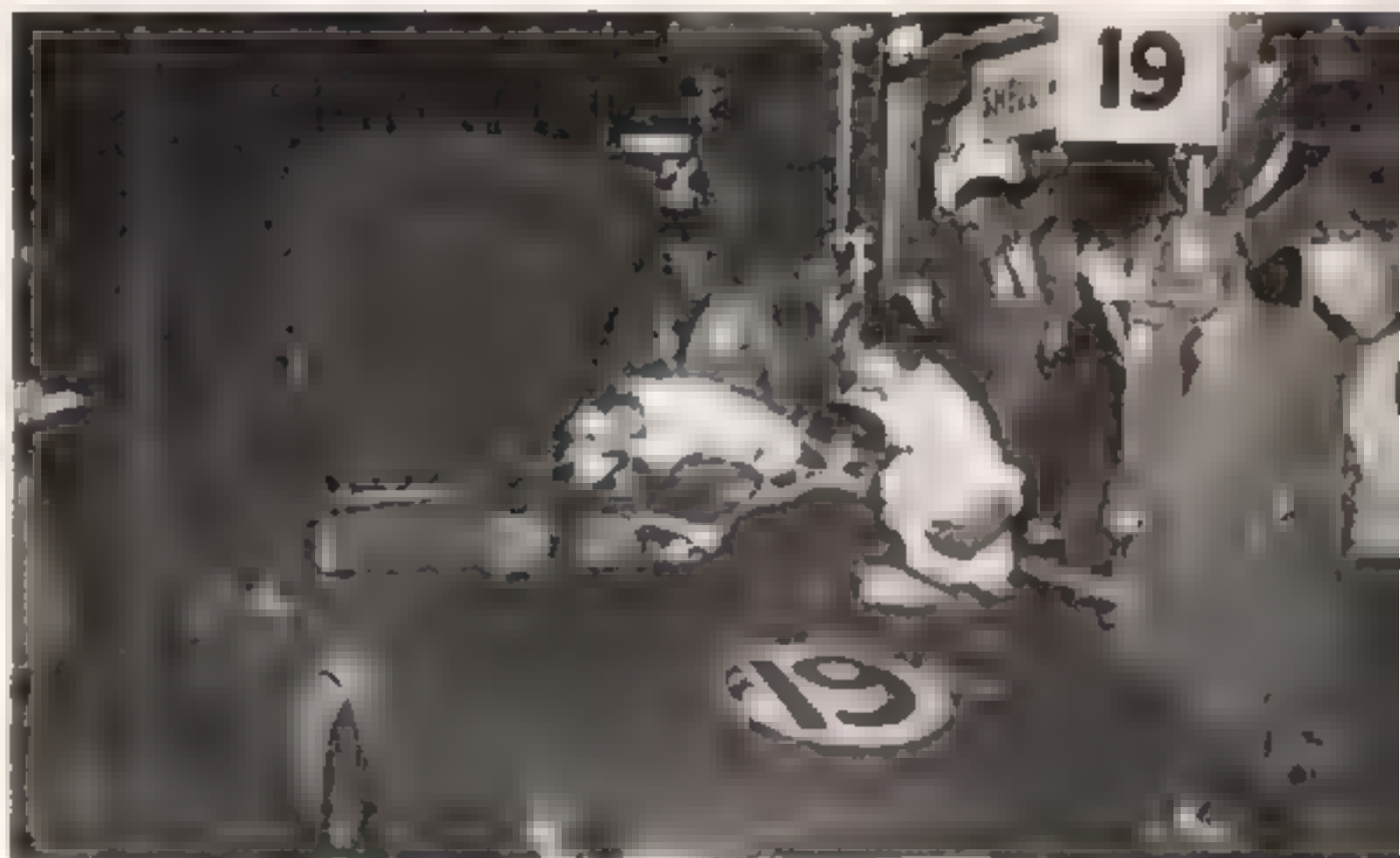
★
CONTRETEMPS No. 2: (Right) Bobbie Baird's Ferrari refuses to start at the pits. The car was in the lead, but a flat battery lost it nearly four laps
★



of smoke rises from the doomed Eric Thompson which caught fire as he shot out from the rear as brought to bear



CONTRETEMPS No. 1 (Above) The Moss-Walker Jaguar being repaired at the pits after suffering a rear axle locating arm breakage when comfortably in the lead two hours from the finish



UNPRECEDENTED (Below) Enormous crowds surged on the circuit after midnight to greet the winners of Great Britain's first night and day event. In the midst of the multitude are the winning Aston Martin pair



Nine Hour Day—and Night—continued

were carried out to ensure that drivers recognized and read signals. For example, Aston Martins directed a headlamp on to their information board, which was held out on the grass verge. On several occasions officials had to exercise their athletic prowess, and headlights which appeared to be continuing past the stands, suddenly changed direction and came into the pits instead.

Jim Mayers discovered that his clutch had packed up, but continued. Poore took over the clutchless, "single-speed" DB3 from Abecassis, but retired a few laps later. The leading Jaguars came in in quick succession to have front wheels changed, Walker and Hamilton taking over. Anthony Heal relieved Len Gibbs at the wheel of the H R G.

The Salvadori/Baird Ferrari had now put over a lap between itself and the Collins/Griffith Aston Martin, which was now being directly threatened by the Cole/Whitehead car. At 9 p.m., both Jaguars, the Walker/Moss car still in the lead, had covered 194 laps, four ahead of the red Ferrari. The race average was 77.87 m.p.h., and retirements now totalled 11, leaving 19 cars still directly interested in the race.

Fate Strikes at Jaguars

Half an hour later, the position remained unchanged, but shortly afterwards Jaguars received two shattering blows. The Hamilton/Rolt car went missing for several laps; it transpired that a half-shaft broke causing a wheel to come adrift. At 10 p.m. the Moss/Walker machine was firmly in the lead with 218 laps completed, five ahead of the red Ferrari. A few seconds afterwards, the car was reported to be touring slowly to the pits, where it stopped with a broken rear axle locating arm.

After swiftly diagnosing the trouble, the imperturbable Lofty England gave orders for immediate replacement, and Moss stood by ready to take over what must even then have appeared to be a hopeless task. Nevertheless, at this stage, the car was no less than 29 laps ahead of the next car in the over 3-litre category, the Boshier/Black XK 120.

Agonizing Delay for Baird

Naturally this changed the entire situation, and put the Baird Salvadori Ferrari in the lead, with 229 laps completed at 10.15 p.m., one ahead of the Collins/Griffith Aston Martin, which was three in advance of the Cole/Whitehead Ferrari. At 10.23 p.m. Salvadori came in to refuel and hand over to Baird. The Belfast man pressed the starter, there was a click—and silence! His two mechanics worked desperately to coax some life from the battery, but to no avail. Eventually another battery was procured, leads fed to the dud component, and the engine burst into life. Baird took off like a scalded cat, with the Ferrari's one-lap lead altered to three in arrears.

The Aston Martin was circulating steadily, albeit with an odd-sounding exhaust note due to a blown gasket. Reg Parnell continually fed information to Peter Collins at the wheel, with Babe Learoyd and Rob Walker lap-scoring and clicking the watches. Baird came in after one lap, and Salvadori hurled himself into the driver's seat, scarcely waiting till the Ferrari stopped rolling. He was away in just over five seconds, rocketed out of the slip road, only to



revolve at Madgwick and stall his motor. Unable to restart owing to the dud battery, he had outside assistance, which cost him one lap docked. Moss restarted to loud cheers with the Jaguar, about 16 laps behind the leader.

By 11 p.m., with one hour to go, the DB3 had turned in 252 laps, the Cole/Whitehead Ferrari 248, the Baird/Salvadori Ferrari 246, the Gerard/Clarke Frazer-Nash 245, the Moss/Walker Jaguar 235, and the Ruddock/Peacock Lester-M.G. a gallant sixth with 221 laps, having taken over the lead in the 1½-litre class from the clutchless Mayers car.

Rising Excitement

Moss, with a hopeless task in front of him, whistled round in his usual immaculate style, but not hurrying unduly. Salvadori was driving at a tremendous pace; he caught and passed Tom Cole in the blue and white car. Beneath a calmness which hid an ever-mounting excitement, Parnell and Co. continued to control Collins's movements. The young driver knew exactly what was required of him, and his passage past the pits was to the accompaniment of the cheers of a wildly-enthusiastic crowd.

Mayers regained his lead in the 1½-litre class, despite a five-minute halt to fix a broken rear lamp, and supplanted his team-mate into sixth place. Tom Cole continued to tear round, his Ferrari sounding very healthy indeed. At 11.30 p.m. he was three laps behind Collins, and the same number ahead of Salvadori, who circulated at unabated speed despite flickering headlamps.

Then it was all over. Peter Collins crossed the line to win the Nine Hours Sports-car Race at an average of 75.42 m.p.h. Victor's laurels were hung round his and Pat Griffith's necks, and there was a triumphant ceremony in front of the stands, to the accompaniment of many brightly-coloured rockets fired from behind the paddock. Tom Cole and Graham Whitehead received their runners-up laurels, the American scarcely able to believe that his car had finished so highly placed.

There were cheers, too, for Mayers and Keen in their little Lester-M.G., and sympathetic ones for Moss and Walker in the ill-fated Jaguar. The scene was most unusual. The writer cannot recall ever having heard of a motor-race that ended at midnight.

For hours after the event, lines of cars still wended their way towards homes and hotels, with the occupants fully determined to repeat the dose in 1953. The racing was always full of incident, and the compulsory pit stops added much to what was already a stirring contest.

GREGOR GRANT

RESULTS**General Classification**

1. Peter Collins/Pat Griffith (2.6 DB3 Aston Martin), 283 laps, 679.2 miles (75.42 m.p.h.).
2. Tom Cole/Graham Whitehead (2.7 Ferrari), 281 laps (74.80 m.p.h.).
3. Bobbie Baird/Roy Salvadori (2.7 Ferrari), 278 laps (74.09 m.p.h.).
4. Bob Gerard/David Clarke (1,971 Frazer-Nash), 276 laps.
5. Stirling Moss/Peter Walker (3,442 Jaguar), 267 laps.
6. Jim Mayers/M. J. Keen (1,467 Lester-M.G.), 250 laps.
7. Gerry Ruddock/R. F. Peacock (Lester-M.G.); 8. D. S. Boston/R. G. Shattock (Healey); 9. J. B. Swift/Cecil Heath (Jaguar); 10. Les Leston/Trevor Line (Lester-M.G.); 11. S. J. Boshier/Bill Black (Jaguar); 12. D. M. Blakeley/A. S. Findlater (H R G.); 13. Len Gibbs/Anthony Heal (H R G.); 14. Tony Hume G. E. Thomas (Allard); 15. J. Goodhew R. F. Wright (Lagonda); 16. Vaino Hollming Roger Laurent (Jaguar); 17. Cliff Davis J. Coombs (Cooper-M.G.).

Retirements: Bill Lamb/E. P. Ewing (Healey), 9 laps; Lionel Leonard/Derek Annable (Cooper-M.G.), 24; Peter Whitehead/Ian Stewart (Jaguar), 56; Frank Curtis/Jack Fairman (Allard), 65; Maurice Falkner/T. G. Clarke (Aston Martin), 65; J. R. Stoop/P. S. Wilson (Frazer-Nash), 61; Pierre Levegh/Philippe Etancelin (Talbot), 81; Reg Parnell/Eric Thompson (Aston Martin), 92; Tom Meyer/Philip Fotheringham-Parker (H W M.), 147; Tony Crook/Dick Jacobs (Frazer-Nash), 152; George Abecassis/Dennis Poore (Aston Martin), 162; Tony Rolt/Duncan Hamilton (Jaguar), 206.

Classes

Up to 1,500 c.c.: 1. Mayers Keen (Lester-M.G.); 2. Ruddock/Peacock (Lester-M.G.); 3. Leston/Line (Lester-M.G.); 4. Blakeley/Findlater (H R G.); 5. Gibbs Heal (H R G.); 6. Davis/Combs (Cooper-M.G.).

1,501-3,000 c.c.: 1. Collins/Griffith (Aston Martin); 2. Cole/Whitehead (Ferrari); 3. Baird/Salvadori (Ferrari); 4. Gerard/Clarke (Frazer-Nash); 5. Boston/Shattock (Healey).

Over 3,000 c.c.: 1. Moss Walker (Jaguar); 2. Swift/Heath (Jaguar); 3. Boshier/Black (Jaguar); 4. Hume Thomas (Allard); 5. Goodhew/Wright (Lagonda); 6. Hollming/Laurent (Jaguar).

Team Award: Lester-M.G., Mayers Keen, Ruddock/Peacock and Leston Line.

SHELSLEY—30th AUGUST

AN excellent entry has been received for the M.A.C.'s International Hill Climb at Shelsley on 30th August, which is for racing-cars, production sports-cars, and solo and sidecar motor-cycles. The meeting starts at 12.30 p.m.

Amongst the more interesting entries are Peter Walker's Cooper-E.R.A. (Waikera?), Bill Nicholson (super-charged Kieft B.S.A. "500"), Fay Taylor (Cooper "500"), Ken Wharton (super-charged Cooper and E.R.A.), Dennis Poore (Alfa Romeo) and Basil Davenport (Spider).

Correspondence

The Cheltenham Fuel Economy Contest

I WOULD like to agree with Mr. Jarrett on all points of his letter and also add that the checking of petrol at the start and finish of the rally was very primitive and open to a great deal of error. As in one case the lower tyre pressures and the settling of springs and dampers on a new car resulted in about 1½ gallons of fuel being added at the final check. Surely in a Rally of this calibre these points should have been sewn up pretty thoroughly, especially as it was supported by the National Press.

My driver and myself, having competed in most of the rallies this season, will certainly pick and choose our rallies next season on past experience.

P. F. STEINER.

LONDON, N.W.6

As another competitor in the *News Chronicle* Fuel Economy Test, I was most interested and in agreement with Mr. Jarrett's letter (AUTOSPORT, 8th August) as I consider he raises rather an important point, which is: when does a standard production car cease to be standard production?

Admittedly the regulations for major rallies and national events stipulate in detail what modifications are permitted, but how often are these rigidly enforced?

On numerous occasions I have known of cars finishing quite prominently in the results which have had major modifications made to them, considerably in excess of those stated as permissible in the regulations.

In my humble opinion, a standard production car ceases to be such if the modifications exceed those which any owners might reasonably be expected to do in a small limited workshop, such as slightly raising the compression ratio, polishing ports, variation of jets, sports coil, and minor improvements of a similar nature. Any major alterations to engine, rear axle ratios, etc. (unless optional manufacturer's alternative), should not be permitted, to do so can so alter the characteristics of a car as to bear very little relationship to the standard machine available to the public.

Like Mr. Jarrett, this is no moan over personalities; if any competitor can get away with more than the regulations permit, jolly good luck to him.

In conclusion, if, as I believe, it is desirable to hold these events for standard cars, scrutineering might well be studied more carefully from the mechanical side and not, as I have known, exclude an XK because the rear wheel spats were not on the car, although the regulations permitted the car to run without them.

A. D. C. GORDON

PUTNEY, S.W.15

FURTHER to the correspondence on the above subject, I feel that as Clerk of the Course of the Economy Contest I must say something in defence of our scrutineering. We all know how difficult it is to scrutineer each car thoroughly in the small time available in present events. Obviously, each engine and other major components cannot be dismantled and it must be left to the honesty of the competitor that these comply with regulations.

Given sufficient facilities, a car can be built to comply with present scrutineering requirements and yet remain far from standard, as has been shown only too often on the Continent, and perhaps already in this country (presumably to attract Continental entries).

I sincerely hope that this trend will not develop, and we shall be able to rely on the integrity of British competitors, so that we do not have to spend three days scrutineering before and after each event.

JACK READINGS

CHELTHAM

Flag Marshals Again

FROM time to time articles have appeared in your very interesting journal concerning Flag Marshals. May I, therefore, as a comparative novice as a Marshal at race meetings in this country, and not quite such a novice as a spectator, give my views on this most important duty.

We have all observed at various times and meetings, and during races, the spectacle of a Marshal resting on a flag post, or deep in conversation with a friend, or perhaps an official in another capacity. I know one Marshal who succeeded in passing on this important duty to a friend, to enable himself to partake of a little lubrication at some distant post. They are often held to ridicule, and I must say, justifiably so, for their signals remind one of a child waving its small flag on some state occasion. They are not wholly to blame for this lack of efficiency and devotion to duty, since they receive little or no instruction.

It has been suggested by one writer that a "school" for Marshals be formed. While I agree to a certain extent, we must not lose sight of the fact that Marshals are volunteers, and the thought of attending school, with its subsequent examination, may further reduce the number, which I understand is already below requirements.

They could, however, be assembled on race morning in some convenient place and instructed in their duties by a competent official. Yes, John Bolster with his vast knowledge in various capacities connected with motor racing, should be the ideal person.

The Flag Marshal's position on the circuit should be clearly defined, prior to race day, by means of a flag post which could be removed on arrival of said Marshal at his position and placed aside until completion of the meeting. He is apt either to position himself too far out of a bend, or too near the approach, or the braking area.

The Marshal beyond the bend should be in such a position whereby he has a clear view of cars leaving that bend, when I think, the use of the blue flag is most beneficial, either waved or stationary as the case may be.

The Marshal at the approaches to a bend should always be well outside the "braking area". (I have on one occasion seen a Marshal inside the braking area.) Drivers approaching a bend and having reached the braking area are, or should be, in the best possible position in which to negotiate that particular bend, so, however much blue flag waving he might observe in this sector, he should, in the interest of all con-

The man says: 'If I'm a mechanic, he wants to see me get down to a spot of mechanicking!'



cerned, press on. The greatest concern to the Marshal in this sector is the possible use of the yellow flag, or yellow with red stripes, as generally, oil on the track, or other possible or attendant dangers occur in this area. He should, therefore, observe the progress of the cars through the bend as much as practicable, and in this could be assisted by another official, whose duties would be confined to the bend, and could be termed "Track Observer". He, armed with the necessary flags, could then indicate to the Marshal the conditions prevailing in the bend whenever necessary by displaying the appropriate flag.

On other, less important, sections of the circuit, the services of an intelligent crowd Marshal could also be utilized in this respect. He, of course, could carry out his observations from the outer side of the circuit. There are already too many officials, and others, on the inside of the circuit obstructing the view of both drivers and Marshals alike. So let us first clean up the inside of the circuit and so assist the Marshal in a most important duty; to encourage him in these duties, might I suggest that an official should tour the circuit between races and supply him with a little liquid refreshment—it's a very dry job. He should not at any time leave his post.

Has anyone ever thought of supplying each Marshal with rainproof coat and trousers of the lightweight variety for use in inclement weather. I know someone who has thought of this, and a very good idea too. I have, with some trepidation, watched my own trousers creep slowly up my leg.

One last word to Marshals. Please don't let gesticulations by drivers distress you; the fist-shaking may even be directed at you.

W. MASON

LONDON, N.W.11

Formula 2 Progress Report

HAVING read John Bolster's "Formula 2 Progress Report", I am forced to make a reply to some of his comments. I choose for comparison this year's and last year's G.P. at Spa, as I have detailed results of both races.

Last year: Farina (Alfa Romeo) first at 114.32 m.p.h.
Last year: Ascari (Ferrari) second at approx. 108.5 m.p.h.
This year: Ascari (Ferrari 2-litre) first at approx. 103.0 m.p.h.
Last year: Fangio (Alfa Romeo) fastest lap at 120.51 m.p.h.
This year: Ascari (Ferrari) fastest lap at 107.7 m.p.h.

In paragraph 2 J.B. states that with the exception of Alfa Romeo, the 2-litre Ferrari of today could beat any car of yesteryear; therefore why is not the fastest lap as fast as the average speed set up by the same man last year? As for the so-called reliability of the F.2 cars, I turn to the G.P. at Rheims, 29th June; out of 22 starters, only 11 finished.

Now may I offer something constructive. Next year is the last for the present F.1. Let's use it; then we can compare F.1 and 2 cars together and also try out our 2½-litre cars for 1954.

THOS. E. TAYLOR.

BRIDGEND

[We would like to remind our correspondent that the 1952 G.P. de Europe at Spa was run in appalling weather conditions.—Ed.]

* * *

Radio Monte Carlo Broadcasts

I AM sure some of your readers will be interested to learn that Radio Monte Carlo frequently broadcasts commentaries on Continental motor-races.

The commentaries are in French and can be heard on 30.65 and 49.71 metre wave lengths in the short wave band. The 30 metre transmission is usually the better.

The broadcasts are sponsored by St. Raphael Quinquina and usually consist of a 20 mins. commentary at the start of a race (usually 3 p.m.), with intermediate broadcasts at 4 p.m. and 5 p.m. and at the time of finishing (usually 6 p.m.).

I have recently enjoyed listening to broadcasts of races at Rheims, Rouen and Comminges, and look forward to listening on 24th August to the Formula 2 race broadcast from La Baule.

PHILIP M. RAMBAULT

BRAMPTON.

INTERNATIONAL RALLIES

THE Rally season seems to be closing successfully with the Liège-Rome-Liège, and the Tour de France yet to take place. It would be interesting to know other people's opinions concerning the running of some of these major events.

We have had a successful season, but obviously the conditions of 1936, 1946 and later 1956 all require gradual alteration and improvement if we are to avoid a run of bad luck which must take place if the present conditions continue.

For the purposes of this discussion, let us divide the major long distance road events into two categories, "A" and "B", not only from the point of possible danger, but also from severity on cars and drivers. The actual order is open to discussion.

1. Liège-Rome-Liège; 2. Alpine Rally; 3. Mille Miglia; 4. Evian-Mont Blanc.

As these events cover many thousands of kilometres on the open roads of Europe, one would presume that perhaps the safest of all would be the one in which all the cars were going in the same direction on cleared roads. This, however, may not be the actual case in point of fact, and only the Insurance Companies could tabulate over a period of years the risks and crashes involved in any of the above competitions; it might even be said that the above list "A" proves itself to be safer than the following list "B".

For the sake of our discussion, we can take the "B" list as follows, again in order of probable risk involved.

1. Monte Carlo Rally; 2. Tulip Rally; 3. Lisbon Rally; 4. all British Rallies.

One would presume that there is no reason for the above to be dangerous if sensible precautions are taken by competitors regarding their eating and sleeping and high averages are not really required except in order to cheat the organizers. Obviously a rally where people can change axle ratios and cylinder heads could hardly be called severe in the strictest sense of the word.

If organizers want seriously to make their competitions safer, they have only got to examine the Rally run by Marcel Becquart and the A.C. du Mont Blanc, the "Evian-Mont Blanc", which is held in one area of the Alps and includes rougher Coles than the "Alpine"; as many controlled and timed hill-climbs are included it gives no possibility of organized

breaking of the rules, and, wherever possible, the event is run away from congested holiday roads. In this way, a fully sporting event is held, eliminating cars, but not relying upon long man road running to fatigue people unnecessarily, the whole making a very sporting and fair competition for everybody. I also think the 15 per cent handicap of sports-cars in this event would be much fairer if reduced to 10 per cent and could be very useful in the "Alpine" to bring in more manufacturers of saloon models.

It would be interesting to know the valued opinions of Garrad, Hartwell, Gasson-des, Healey, Wisdom, Aldington and many others who have all had experience pre-war and post-war to go on. For myself, I would think the time has come for a safety helmet to become compulsory in open cars and probably advisable in saloons. After all, we see thousands of foreign motor-cyclists wearing them and never think twice about it.

None of us has any desire to become a nuisance to other road users during holiday periods. The remedy is don't run Rallies during high summer in congested areas like the Riviera or near large cities. The Alpine could easily start from Grenoble or Chamonix, using Italy or Yugoslavia for more isolated territory.

If the Monte Carlo Rally organizers, for instance, would take the trouble to put more patrols of police or army on the difficult section and arrange for a few slow-moving breakdown vans to follow through this mountain section, then we would not have people tottering about in the dark all night, more or less left to their fate, after very serious accidents.

The whole point of this letter really is, if you want safe competitions, don't blame the drivers, it is the organizers who are responsible for doing anything they wish, and I hope the R.A.C. will help to formulate a very vigorous and stricter policy during the next year or two.

Incidentally, in case anyone thinks this letter is unnecessary, the Insurance Rates for these competitions are mounting to a very high figure indeed.

C. M. NEEDHAM

PRESTBURY CHESHIRE

(Letters on the B.R.M. on page 250)

For their week at 100 M.P.H.

Full Marks

TO

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AMAZING XK120



AND

Heartiest Congratulations from

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THE MORGAN 44 CLUB'S ANNUAL ROAD RALLY

Sunday, 10th August, 1952

THE Annual Road Rally, held for the second time since the Club's inauguration, proved to be an interesting and successful event.

The route, which went from Burton-upon-Trent to Banbury, was over a varied course of approximately 90 miles. Two tests were held at the conclusion of the road section which really gave competitors something to think about.

RESULTS

1, T. F. Hawes—Bourton; 2, S. G. Dyke—Newcastle; 3, Miss A. M. Jervis—Leamington Spa.

RELAY RACE BLOW-UPS

As a special concession to competitors who have already entered for Sun-hac's Silverstone meeting on 6th September, Jack Woodhouse announces that anyone unfortunate enough to blow up his motor in the previous week's Six Hours Relay Race will have his entry fee refunded if application is made by 1st September, 1952.

HANTS AND BERKS M.C.

Point-to-Point, 10th August

RESULTS

Premier Award: A. J. Ambrose (Morris 10).

Runner-up: J. Lowrey (Vauxhall).

3, D. H. Small (Javelin); 4, G. R. Hastings (M.G. TC); 5, A. J. Woolfand (Hillman Minx).

All the above gained 1st class awards. 6, P. A. Budden (Ford); 7, R. P. N. Stark (Vauxhall); 8, E. P. Geary (Raltor); 9, J. Rudman (M.G.); 10, W. A. Ross (M.G.); 11, D. R. Warren (Hillman Minx); 12, J. A. Ahern (Spadger).

The remaining 20 competitors retired.

B.T.D.A.

At a committee meeting of the British Trials Drivers' Association, held at Leicester on 10th August, it was stated that the letter on the subject of Trials Regulations, sent by the Chairman and Secretary of the B.T.D.A., and published in AUTOSPORT on 9th May, was compiled with the full approval of the committee.

and did not reflect merely the personal opinions of the Chairman and Secretary. It will be recalled that this letter was criticized by Mr. Godfrey Imhof in another letter published in AUTOSPORT in the 27th June issue.

The Afarcel Becquart Trophy was discussed. Put up by the famous French competition driver, it will be awarded to the British amateur entrant who gains the highest number of points in certain international rallies. Further details regarding marking, and the qualifying events, will be announced later.

References were also made to the specifications covering the entry of cars in International and British rallies. The meeting's views on the S.M.M. and T. production-car specifications (partially used for the 1952 R.A.C. Rally, and the L.A.C. Morecambe Rally) will be forwarded to the R.A.C.

THE MILLARD TROPHY TRIAL

Premier Award for Michael Kinneen (M.G. TD)

THIS event was run over a course of approximately 25 miles in length in the Featherbed Mountains near Dublin and competitors were conducted in batches of six from test to test. Intended to cater for the less experienced competitors and to provide them with driving test experience without the additional burden of route-finding on a time schedule, the Millard Trophy trial successfully achieved its object, providing also an excellent evening's entertainment for those of the more experienced competitors who were eligible to compete in the class for experts. No competitors who are in teams entered for the annual Harrison Trophy trials championship were permitted to enter.

A beautiful summer evening cheered the 24 competitors and their six guides who started from Templeogue at 7.30 p.m. on Friday. The largest class was that for "experts" in saloon production cars which had a total of 12 and no less than five Morris Minors.

The first test, up above Rathfarnham at Piperstown, was a forward-reverse-forward manoeuvre at a Y junction where three competitors tied for the best time of 13.4 secs. These were Michael Kinneen (M.G. TD), Dr. T. McDougald (M.G. 1½ saloon) and Harry Reardon (Hillman Minx saloon). Most spectacular here was Maurice Cavey who, as a non-competing "guide", demonstrated the test in his XK 120 Jaguar, tyres smoking furiously. After Piperstown a long climb on to the Featherbed brought

NEWS FROM THE CLUBS

(Continued from page 245)

Morgans lined up at the start of the Morgan 44 Club's Annual Road Rally.

competitors to the acceleration-reverse-acceleration test and here Kinneen was fastest again, taking the supercharged TD through in the excellent time of 10½ secs., no less than 1½ sec. quicker than the next best man, G. Brownlee in an M.G. 1½ saloon. Ted Woolley was very good with his Minx saloon 1½ clock 12½ secs., which time was shared with Teddy Moore's Citroen saloon.

At Glencree Hairpin an interesting test involving acceleration, a reverse and a twisty run round the signpost was presided over by Dr. Norman Jackson, and here again Mike Kinneen was the fastest with 18.6 secs. and Woolley next best with 19.8 secs. After a long run through the Pine Forest, test four was located next to the bridge at Crone, where Cecil Vard held court at a T-junction, on the centre of which was a grass triangle and a pylon. On each side of the triangle was a solid stone wall and the object of the exercise was to circle the pylon as fast as possible—on a loose surface! The stone walls somewhat discouraged wild motoring with bulbous motor-cars but Ted Woolley hurled the Minx round in the best time of 10.8 secs. and the second best time of 11.0 secs. was shared by Kinneen's TD, Colin Hogan's newly-acquired Morris Minor and AUTOSPORT's observer, also in a Morris Minor.

The final test was at Kilmalin, being a downhill acceleration test ending with a stop with the front wheels between two closely spaced lines. Best performance was that of L. Brandon in a Ford Zephyr, who successfully completed the test in 6½ secs. whilst second best was Woolley with a time of 6½ secs., which he shared with your observer's Minor.

The event ended at Prosser's Hotel in Fennaherry where an excellent supper was consumed whilst the results were quickly worked out and the usual cheerful M.G. Club's party followed. Experts and novices alike voted this to be a thoroughly enjoyable event, all the more so since no hurry was involved and competitors had time to watch the other members of their batch carrying out the tests.

H. A. O'BRIEN.

RESULTS

Premier Award: M. Kinneen (M.G. TD), percentage gained of possible total marks, 95 per cent.

Best Non-Expert Saloon Driver: 1, G. Brownlee (1½ M.G.), 76 per cent.; 2, L. Brandon (Zephyr).

Best Expert Saloon Drivers: 1, E. D. Woolley (Hillman Minx), 93½ per cent.; 2, Dr. T. McDougald (1½-litre M.G.); 3, M. Digby (Fiat 500 c.c.).

Best Expert Open Car Driver: 1, H. A. O'Brien (Morris Minor); 2, A. Milne (M.G. TD).

L.A.C. "LAKE LAND 300"

REGULATIONS are now available for the Lancashire and Cheshire C.C.'s Lakeland 300 Rally, on 27th, 28th September. Entries close on 18th September.

Continued on page 248

ASTON MARTIN WIN OUTRIGHT!



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DAVID BROWN COMPANIES

News from the Clubs—continued

ber (for inclusion in programme) and finally on 24th September. Starting points are Birmingham, Leeds, Llandudno and Manchester, with an overnight halt at Llandudno. All routes will converge on Nantwich, and the approximate total road mileage is 300. Classes are Closed, up to 1000 cc, 1001-1500 cc, and over 1500 cc. Open, same categories. There will be a separate class for specials (any capacity) and supercharged cars.

Average speed for the road section is 30 m.p.h., and competitors may not average more than 40 m.p.h. or less than 20 m.p.h. between any two points. As required by the R.A.C., secret checks may be operated. All details from F. N. Bloor, St. Medans, Gibwood Road, Northenden, Manchester.

SOUTH WALES A.C.

NEW hon. secretary of the South Wales A.C. is John G. Coleman, 4 Murch Road, Dinas Powys, Glamorgan.

"750" SIX HOURS

THERE is still room for a few entries in the 750 M.C.'s Six Hours Relay Race which takes place at Silverstone next Saturday, 30th August. A number of unclassifiable single entries have come in, and a few more would enable one or two extra teams to be formed. One or two Silverstone Healeys or cars of similar category and XK 120 Jaguars could also be accommodated in the entry list.

The organizers have devised an elaborate news service, with five P.A. microphones at strategic points. John Bolster will provide the commentary. The race is over the short club circuit. One-make entries include vintage Bentleys, H.R.G.s, "chain-gang" Frazer-Nashes, TD M.G.s, Morgans, O.M.s, Singers, Bucklers, 1.172 Formula, Aston Martins (1½ and 2-litre and DB2), Healeys and Jaguars.

NOTTS ON TOP

Excellent Inter-Club Meeting at Prescott. The Inter-club Hill-climb at Prescott on 10th August, organized by the Bugatti O.C., was an unqualified success. In the individual performance, Peter Stubbertfield and his evergreen (or should it be ever-blue?) 2.3 Bugatti made best time of the day with 47.79 secs. Bugattis also made second and third best performances, with C. S. Henderson's 48.77 secs., and J. Smith's 49.11 secs. Fourth fastest was Scotsman Jimmy Gibbon with his interesting Rover Special (49.8 secs.).

On aggregate the winning crew was the Nottingham S.C.C. comprising E. G. Greenall (Bugatti Ford), David Ryder (Cooper-M.G.) and W. S. Kenyon (BMW), with a handicap of 19.1 secs. Runners-up were Sunbeam with a couple of Jaguars (Lou Tracey and Geoff Mansell) and Ken Rawling's Vanguard "Buttercup".

Gordon Parker turned up with his supercharged Jaguar and the XK 120 engine certainly delivered its full quota of power, although the car fell victim to excessive wheel-spin. G. H. Tyrer brought the ex-Raymond Way BMW with 1.5-litre engine installed, and this

COMING ATTRACTIONS

August 22nd-24th. Viking Rally (T) Norway.

Eastern Counties M.C. Felixstowe Rally. Start, Rutland Arms, Newmarket, 10.45 p.m.

August 23rd. S.S.C.C. Race Meeting, Turnberry, Ayrshire, Scotland. Start 2 p.m.

Half-Litre Club 100 Mile Races, Silverstone. Start 1.30 p.m.

Newry and Dist. M.C. Speiga Hill-Climb, Co. Down. Start 2.30 p.m.

August 23rd-24th. Tunbridge Wells M.C. Rally, Kent.

August 24th. Eighth G.P. de France (F 2), La Baule.

Maloja or Tiefencastel-Lenzerheide Hill-Climb, Switzerland.

Bologna-Raticosa Hill-Climb, Italy.

Savonlinna Race Meeting (F 1, 3, 5), Finland.

Austrian Alpine Rally.

Furze Dist. M.C. Thurston Ireland Trophy Trial. Start The Gilt Ulverston 2 p.m.

Sunbeam-Talbot O.C. Trial, Peak District.

Bentley D.C. Driving Tests, Eton House, Abingdon, Berks. Start 11 a.m.

August 28th. Jersey M.C. and L.C.C. Sand Race Meeting, St. Owen.

August 28th-31st. Stella-Alpine Rally (S, T), Italy.

should be a combination to watch in future sprint and hill-climb events.

Very little in the way of untoward incidents occurred, although Frank Grounds did a "gilhooley" at the Semi-Circle, luckily without hitting anything. In all, 22 club teams competed.

RESULTS

1. Nottingham S.C.C. 277.52 points (handicap 19.1): E. G. Greenall (Bugatti-Ford), D. Ryder (Cooper-M.G.), and W. S. Kenyon (BMW).

2. Sunbeam 283.22 (20.7): L. J. Tracey (Jaguar), G. N. Mansell (Jaguar), and K. Rawlings (Vanguard).

3. Brighton and Hove M.C. 283.54 (16.80): John Craig (Jaguar), Gerry Ruddock (Lester-M.G.), and K. Rudd (Healey).

NOTTINGHAM S.C.C.

THE venue for the popular meetings on the first Thursday of each month has now been changed to "The Five Ways" Public House, Valley Road (Nr. Mansfield Road), Nottingham. A larger room with plenty of chairs and tables, together with a separate bar will assist in making this monthly get-together even more enjoyable.

PETERBOROUGH M.C.
"SILVERSTONE"

REGULATIONS can now be obtained from G. H. Woodcock, 73a London Road, Peterborough (Peterborough S013 or 4565) for the Peterborough M.C.'s Silverstone race-meeting. The seven events comprise handicap races for vintage sports-cars, sports-cars, special Bentley,

30, 98 Vauxhall, Mercedes-Benz and Sunbeam 7-lap handicap, a 12-lap Formula 3 race, 5-lap scratch sports-car event (four classes) and a 12-lap XK 120 Jaguar race.

SOLIHULL M.C.

MEMBERS and others interested in the Solihull Motor Club are requested to make a note that the next meeting of the Club will take place on 28th August at the Maxims Arms, High Street, Solihull, when the matter in hand will be R.A.C. recognition or rather the lack of it and to discuss the possible affiliation to another club in the area.

During the next three weeks Secretary Cecil Farley will be doing his R.N.V.R. training and all correspondence etc. will be dealt with by Bob Jones, 41 Brookvale Road, Orton, Birmingham, 27.

INTERNATIONAL PRESCOTT

REGULATIONS have now been issued for the Bugatti O.C.'s International Hill-climb at Prescott on 14th September. There will be three classes for unsupercharged sports-cars, up to 1,500 c.c., 1,501-3,000 c.c. and over 3,000 c.c. Supercharged cars will be accepted, but placed in a higher category at the Club's discretion.

The racing categories will be for Formulae 1, 2 and 3, Formule Libre and Twin-Cylinder Formule Libre. Prescott is, of course, an R.A.C. Hill-climb Championship event. As many competitors may be engaged at meetings the day before, the Club are laying on a special practice period on Sunday morning.

EASTERN COUNTIES M.C.

THERE are 57 entries for the Felixstowe Rally, which starts at 10.45 p.m. on 22nd August from the Rutland Arms Hotel, Newmarket. There is a breakfast stop at King's Lynn at about 8 o'clock on 23rd and first car arrives at the final control point, Emm's Garage, Felixstowe, at 10.05 p.m. Driving tests start at 2.30 p.m. at the Cavendish Hotel Car Park, and the Rally Dinner (admission by ticket only) is at the Regal Café, Felixstowe, at 7.30 for 8 p.m. Cash prizes will be presented by the Chairman of the Felixstowe U.D.C. at the Dinner.

It has been regretfully decided to cancel the Invitation Race Meeting, due to be held on 28th September, owing to the amount of organization involved and the need to do justice to other Club events.

More News from the Clubs on page 252

CLUB FIXTURES

Brighton and Hove M.C.—Gymkhana, 24th August, Horse Show Field, R. Hindean, 2.30 p.m.

Welsh Counties F.C. Meeting, 25th August, Six Bees Hill, Petersham, Wokingham.

Chiltern F.C. Last Wednesday Meeting, 27th August, George Hotel, Beaconsfield, Bucks, 7.30 p.m.

Kentish Border F.C. Meeting, 27th August, Royal Oak, Green Street, Green, Farnborough, Kent, 8 p.m.

Solihull M.C. Meeting, 28th August, Maxims Arms, High Street, Solihull, Birmingham.

Vintage S.C.C. Last Thursday meeting, 28th August, 7.30 p.m., Farmer, Enfield, Middx. and The Crescent, Hiley, Yorks.

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We have pleasure in announcing our **FOURTH LAKELAND RALLY** TO **LLANDUDNO** **SEPTEMBER 27/28, 1952**

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BMW d/h coupe type 319	£375
1939 type 57 BUGATTI d/h coupe 49 000 miles	£875
BUGATTI type 37 supercharged (winner of many pots)	£425
1929 BUGATTI type 40, 12 h.p. 4-seater tourer	£250
1935 HISPANO SUISA d/h coupe	£485
1933 LAGONDA 2 litre Continental 4-seater tourer	£925
1931 LAGONDA 2 litre supercharged	£275
1931 LAGONDA 2 litre 4-seater tourer	£250
1930 LAGONDA 3 litre 4 seater tourer new engine etc	£245
1928 LAGONDA 2 litre 4-seater tourer choice of two	£150
1937 LANCIA AUGUSTA 12 h.p. sports saloon	£365
1939 2-6 M.G. d/h coupe	£450
1934 RILEY LYNX 4-seater tourer	£225
1933 RILEY 12 h.p. Lincoln saloon	£125
1933 ROLLS 25 Continental d/h coupe, engine now being overhauled	£650
ROLLS 20 tourer, immaculate condition	£350
1938 TALBOT HD d/h coupe one owner new hood	£325

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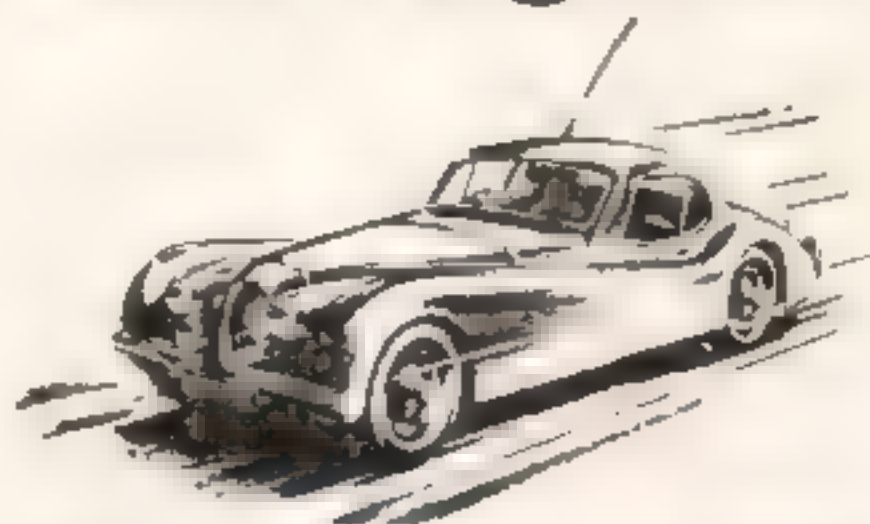
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The night-and-day drivers who put up this magnificent performance for Britain were Leslie Johnson (leader of the team), Stirling Moss, J. E. G. Fairman, H. L. Hadley.

By concentrating two normal years' motoring (16,800 miles) into one week and doing it all at over 100 m.p.h. these British drivers have demonstrated the supreme quality of Jaguar engineering, the British components and accessories used and the fact that, as experienced motorists know,

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A word to motorists—

The Shell X-100 Motor Oil used by Jaguar is exactly the same as you can buy at your garage. It is available in four grades—Shell X-100 20 20W, 30, 40 and 50. Consult your garage as to which will best suit your car.

Remember that, whatever your car and whatever the conditions under which you drive, Shell X-100 Motor Oil—as Jaguar have proved—offers the best possible protection for your engine, thereby prolonging its life.

Heartiest congratulations to all who shared in this great British achievement, including:

THE DRIVERS:

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Stirling Moss
J. E. G. Fairman
H. L. Hadley

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M.G. SPARES, most parts in stock for all models, 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamos, road springs, wheels, hubs, vertical drive assemblies, prompt postal service, c.o.d., and guaranteed workmanship in all our repairs.—A. E. Wigham, Queens Garage, Queens Road, Wimbledon (Station), S.W.19. LIB-erty 3083.

MR. GAMMON invites offers for his exceptionally fast TC M.G. To be sold in next two months. Dead reliable. Manageable on Pool yet capable of lapping faster than XK 120. Awards won almost every event entered this season.—Details Box 849. Also 1950 Ford 8 h.p. Anglia, fitted with 10 h.p. engine and anti-roll bars, clean car. Reasonable price as must sell at once.

MORGAN

MORGAN 4/4, Official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161 Gt. Portland Street, W.1. LANham 7733.

F. H. DOUGLASS, the MORGAN specialists. New and secondhand chassis and engine spares for J.A.P., Matchless and Anzani, cylinders rebored and refined, new pistons supplied.—1a South Ealing Road, Ealing, W.5. EAL 0570.

1952 (July) MORGAN Plus-Four 2-seater. Special equipment model with alloy paneling, leather upholstery, 500 miles only, taxed year. For sale at 1st price.—Apply Basil Roy Ltd., 161 Gt. Portland Street, W.1. Tel: LANham 7733.

MORRIS

1951 MORRIS Minor touring, one owner since new, excellent condition.—L. F. Ward Ltd., 7 Hanover Court Yard, Hanover Street, London, W.1. Phone: MAY 0146.

1938 MORRIS 8 4-seater touring, excellent mechanical condition, good sidescrims, tonneau, tyres, etc., £225.—Riverside 6079.

RACING-CARS

A. J. NURSE offers his special 1952 prototype engine (ex-Ken Wharton), and little used spare double-knocker engine, both in 100 per cent. condition. Spare Norton gearbox and sundry spares, sprockets, etc., £1,000 or would separate. Would consider exchange or part exchange for car suitable for Sports-car Racing, or Formula 2.—Sibley's Garage, Edward Road, Balsall Heath, Birmingham.

H.R.D. ENGINED 500 c.c. Racing-car, full price £300.—Further particulars apply to D. G. Flather, Standard Steel Works, Sheffield.

J. H. WEBB will consider reasonable offers for—

TURNER 1951 single-seater, less engine and gearbox. Tubular chassis, all-independent suspension, Girling 2LS with twin master cylinders and Allin bonded drums. Superb handling qualities make this the perfect Formula 2 chassis.

M.G.—Modified K3 single-seater, ex-Parnell, twin-cam head, I.F.S., engine recently fully rebuilt, numerous spares and equipment, including wheels and tyres, pistons, magnets, etc. Also available for this car. Wade two-stage supercharging installation, fully developed and at present in use. A reliable historic racing-car, ideal for club meetings.

The above cars will be available at the end of this season. Inspection by appointment at Turner Sports Cars (Wolverhampton) Ltd., Seisdon, Nr. Wolverhampton, Wombourne 2155.

1,000 C.C. SKIRROW SPEEDWAY racing-car, fitted J.A.P. 8/80 engine, £120, or exchange road vehicle, 4- or 2-wheeled.—Davis, Little House, Wilby, nr. Wellingborough, Northants, Wellingborough 2646.

RILEY

1935 RILEY 9 Kestrel saloon, £195.—Montrose Motors, 91 Epping New Road, Buckhurst Hill, Essex. Buckhurst 1171.

SINGER

1951 (May) SINGER 4AB Roadster, in immaculate condition and with genuine 7,000 miles only. One lady owner who maintained car regardless. £686. Saloon considered in exchange cash adjustment either way.—Williams, Llys Awel, Portmadoc 2232.

1935 SINGER 9 sports 4-seater, red with black hood, full weather equipment, twin Solex, £175.—The Triangles, Willington, Beds. Cardington 231.

£235! 1936 9 h.p. touring, black and maroon. Completely original order, unblemished appearance, low mileage, 35 m.p.g., 70 m.p.h., Lockheed brakes, scuttle deflectors, fold-flap screen, and complete hood, screens, etc., as new.—Alton Garage, 17-19 Brook Mews North, W.2. PAD 3952.

£185 1934 Le Mans 2-seater, reground crank, new bearings, clutch, dynamo reconditioned, rewired, good hood, screens, nice specimen, some spares.—Betchworth 2159 after 6.30.

SPECIALS

AUSTIN Special, rebuilt aluminium. Outstanding performance condition. Outside exhaust, handbrake, £135.—7 Hogarth Gardens, Heston, Hounslow.

KEYSTONE Special, thoroughbred, 2-litre BMW engine, excellent Test and Rally car, offered at give-away price of £350.—Further particulars apply D. G. Flather, Standard Steel Works, Sheffield.

RILEY 9 Triak Special, just completed, ready for competition, £115. Cheshire area.—Box 847. **PEATFIELD-FORD 3.917 c.c. Mercury 1.54 back axle**. Unlimited sports-car record Lydstep, six awards four meetings. Nearest £300.—Peatfield, 40 Stone Road, Stafford 152.

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S.S. 100 SPORTS 2-seater, red, black leather, silver wheels, excellent hood, screens, tonneau and tyres. 34-litre Jaguar engine fitted 1951. £365. Exchange saloon or coupé.—45 Shirehall Park, N.W.4. Hendon 1648.

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SNIP for enthusiasts, 1934 H.P. AVON Special 2 1/4-seater sports saloon, new h.p., bat., cyl. head. First class condition. Finished Alfa red. £185 o.n.o.—Mr. Walton, 17 Bury Street, Edmonson, N.9.

1935/6 STANDARD Avon sports saloon, £225.—Monroe Motors, 91 Epping New Road, Buckhurst Hill, Essex. Buckhurst 1171.

TRIUMPH

1949 TRIUMPH 2000 Roadster, two owners, colour green.—L. F. Ward Ltd., 7 Hanover Court Yard, Hanover Street, London, W.1. Phone: MAY 0146.

VINTAGE AND VETERAN CARS

1928 EX-W. M. COUPER 2-litre LAGONDA P.K. 2339, completely reconditioned engine. This car, in Oct. 1928, broke E class records 200 miles 79.5 m.p.h., 200 miles at 80.07 m.p.h. May 1929, was first in the Brooklands 12-hour race E class at 65.48 m.p.h. and 9th in general classification. This car is offered at the bargain price of £279.—Savoy Autos, 259 London Road, West Croydon. Phone: Croydon 3580.

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AUTOMOBILIA OFFER:

1936 4J Bentley Van den Plas 4-door saloon, £1,275.

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TALBOT 110 sports saloon 1936, black with fawn leather upholstery. Whole car in superb condition. Taxed and in use at week-ends only. £325 o.n.o.

BUGATTI Type 35 chassis, small radiator, fitting of Vauxhall 14 engine and gearbox almost complete. Almost new tyres, new bonded brakes. Silent back axle, needs completing. £135 o.n.o.

FORD V8 30 h.p. ex-A.R.P. ambulance, now removed. This car was purchased to construct V8 special and has all that is needed, engine and heads U.S., remainder of chassis sound. Tyres sound. Towable, good brakes. £55 o.n.o.

FRANCIS-BARNETT Motor-cycle 1939, 150 c.c. "Plover". New battery, chains, tyres, brakes, legshields, engine overhauled. Taxed. £45 o.n.o. Write, phone evenings or call.

I shall be away on holiday from 29th August to 8th September.

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(between Nottingham and Derby).
Phone: Ilkerton 1089.

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and BROWN

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£295 1938 Bentley 4 1/2-litre saloon, £200 recently spent by specialist, taxed.

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£425 1929 Mercedes-Benz 30 30/250 supercharged 4-seater. Ex D. A. Storr.

£495 1931 (Reg.) Lagonda-Union 3 1/2-litre 4-seater touring, taxed.

£295 1934 Talbot 105 racing-car, road equipped, needs rear of body to complete.

£395 M.G. Q Type 2-seater 746 c.c. Zoller supercharger, projector, road equipped.

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Phone: Ravensbourne 6479-2322

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£550 Believed the best example in captivity, 1945 SS100 sports 2-str., original immaculate condition throughout, terrific performance, definitely above average.

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£445 1947 Model M.G. TC sports 2-str.

£175 1948 reg. HUMBER 27 h.p. wooden utility.

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1935 Alvis Speed 20 touring	£345
1936 Brough Superior d/h. foursome	£265
1938 B.S.A. 10 h.p. Scout 2-seater	£225
1937 Citroën Light 12 saloon	£345
1937 Ford V8 30 h.p. d/h. foursome	£195
1938 Ford 10 4-door saloon	£235
1937 Humber 16 h.p. touring, very sound	£195
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1934 Lagonda 4 1/2-litre VDP touring (3)	£295-£365
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1931 M.G. M type 8 h.p. 2-str. (2)	£85 and £95
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1938 M.G. TA 2-str. roadster	£345
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MISCELLANEOUS

ARE YOU INTERESTED in motor-cycle racing? Would you like to race?—Write to Motor-Cycle Racing Enterprises, Box 846.

AUTOMENDERS have very comprehensive facilities for the machining and repair of all automobile parts and units. Whatever your problem we shall be pleased to assist in any possible way.—Automenders, Ltd., Lowther Garage, Ferry Road, Barnes, S.W.13. Riverside 6498.

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BEVERLEY MOTORS (N. H. Mann, Proprietor) undertake special coachwork designs, primarily on Alfa Romeo chassis, but also any other good quality sports-car chassis. Inquiries to Alric House, Alric Avenue, New Malden. Phone: Malden 4401.

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1939 BMW 494 c.c. supercharged racing motor-cycle, specially imported from Germany, adaptable to road use. £425, or would exchange Cooper car, or standard BMW motor-cycle.—6 Heathside Road, Norwich.

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1951 Jaguar XK 120, 2-seaters.
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TUBULAR, three dimensional chassis, for Formula B car, complete with rack and pinion steering. Other parts available if required.

RILEY 9 super-sports engine, low cylinder head and rocker gear. New crankshaft and con-rods, timing gears and H.C. pistons, lightened flywheel, Cromax liners, 6 hours running in on the bench, otherwise never been used.

MERCURY V8, cylinder block bored and honed, crankshaft reground, new bearings and 3½ in. bore pistons. Not assembled.

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M.G. J2 engine, £115; rebored block, pistons, £8; all other parts, distrib., starter, pump, S.U.s, pump, cheap. Mercury engine/gearbox, £115.—WANSHEAD 3488, 56 Clayhall Avenue, Ilford.

M.G. PA and TA SPARES.—Phone Hestonmore 44.

ONE Wade blower with pulleys, suitable for TC M.G., £70. One Cooper trailer, sprayed grey, new tyres; also one Cooper sprint tank, complete, all finishes, nearest offer secures. Two 16 in. wheels, suitable for TC M.G., £9.—John Campbell-Hair, Knowsley Street, Manchester, 8. Tel.: Blackfriars 7493-4.

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News from the Clubs—continued

COVENTRY AND WARWICKSHIRE M.C.

AT the request of C. & W.M.C. members, their Committee have decided to run a Car Rally, instead of a Trial as previously announced, on 7th September.

The Autumn Rally—as this event will be known—will be over a course of approximately 200 miles, covering the counties of Warwickshire, Worcestershire, Herefordshire and Shropshire. The start will be at Attleborough Farm, Water Orton, the first car leaving at midnight. The event finishes at Yorningdale Common in time for breakfast.

Driving Tests will be held *en route*. Separate awards will be made for the winner of each class, as well as a Premier Award, and a Ladies' Award. Entry forms may be obtained from Mrs. H. S. Wolseley, 532 Allesley Old Road, Coventry. The closing date for entries is 1st September.

FURNESS CONSISTENCY TRIAL

ON Sunday, 24th August, the Furness District M.C. are holding their Summer Consistency Trial over a hundred miles of Lakeland and the Yorkshire border. Premier award is the Thurston Ireland Trophy. The Trial starts at the Gill, Ulverston, at 2 p.m., and will finish at the Armadale Hotel, Arrad Foot, first man home being expected at around 7 p.m.

Two further Furness Club events will be the Autumn Consistency Trial on 21st September, for which the P.A. is the R. L. Brown Trophy, and the Towers Leck Sporting Trial on 28th September. Both these trials are eligible for the Peter Reece Trophy, which is to be awarded for the best performance in three out of nine F.D.M.C. trials. Hon. Sec. of the Club is S. Powell, of 41 Robert Street, Barrow-in-Furness.

WELSH MARSHALS—AN OFFER

W. O. WILLIAMS, the Chairman of the South Caerns Motor Club, finds it most difficult to whip up a few marshals who are willing to turn out in the small hours and stop, maybe, on the side of a mountain, to do an uninteresting job whilst the rest of the lads are enjoying themselves trying to win a cup or some such in Rally events. With a view to helping some clubs who might plan their routes into his area, he is offering his services as a marshal. In return for petrol and oil supplied, he would guarantee 100 per cent co-operation plus decent checking with no "slip-ups" between rally time and what some competitors would like to call rally time.

Enquiries should be made to him, c/o Charles Hughes & Sons, Portmadoc.

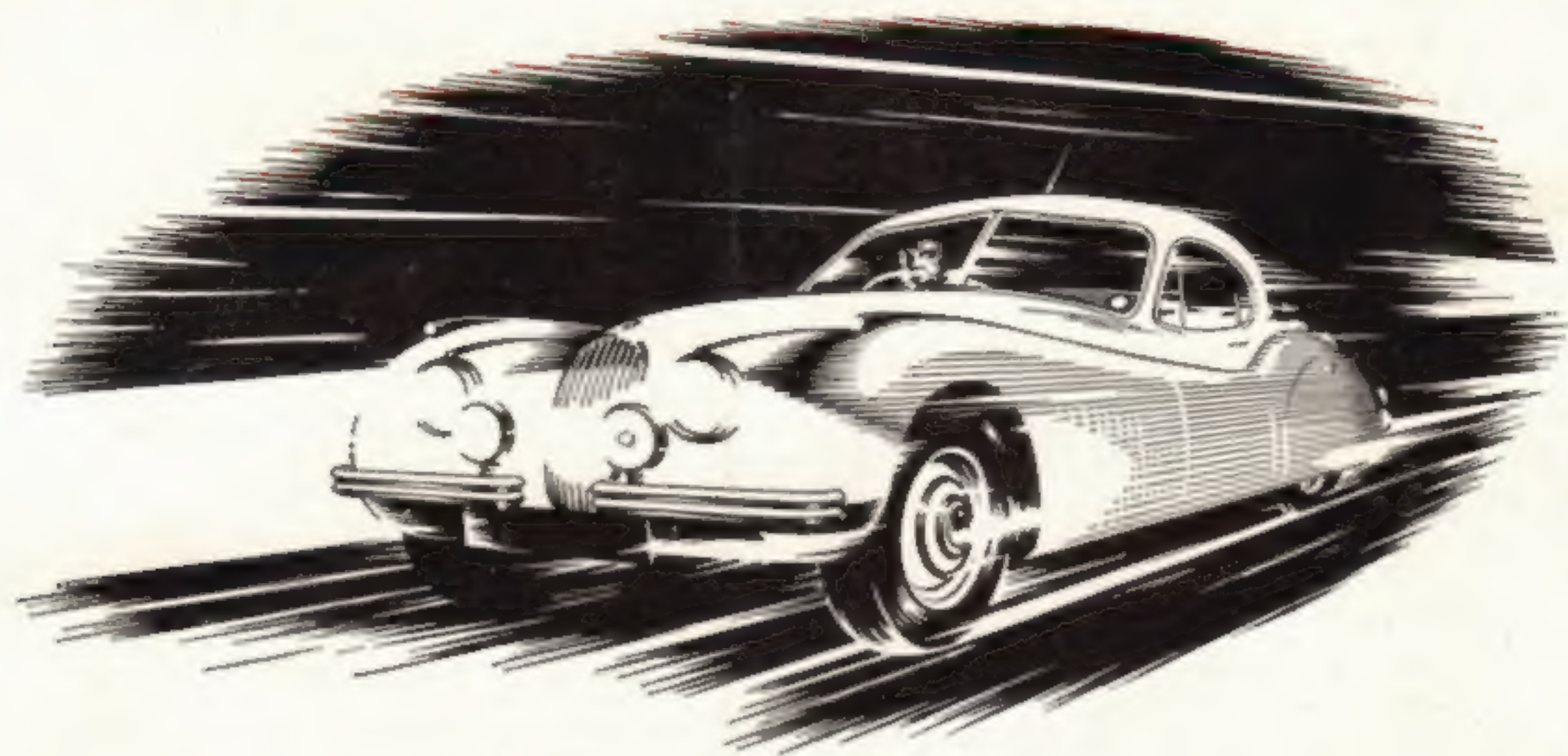
Club Secretaries are invited to send details of the activities of their Clubs for inclusion in this section. We would like you to regard this in the nature of a weekly Club Magazine, and a speedy way of informing your members as to future happenings.

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An unparalleled achievement by a standard Jaguar XK120 Coupé, with standard Lucas Electrical Equipment, the first car ever to average over 100 m.p.h. for 7 days and 7 nights, covering 16,852 miles and setting up 4 new World Records and 5 International Class Records. Weather and track conditions were mostly very bad.

Congratulations to J A G U A R and the drivers, Leslie Johnson, Stirling Moss, Jack Fairman and Bert Hadley.

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